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EXPLANATION

- Rail Roads
- Canals
- Rivers
- Turnpike Roads
- Cross Roads
- County Bound<sup>rs</sup>

THE  
**IRON ROAD BOOK**

AND

**RAILWAY COMPANION;**

OR A JOURNEY

**FROM LONDON TO BIRMINGHAM**

CONTAINING AN

*Account of the Towns, Villages, Mansions, &c.*

ON EACH SIDE OF THE LINE;

**Times of Arrival and Departure of the Trains**

AT THE SEVERAL STATIONS,

Coaches and Omnibusses to the Towns in the Vicinity,

WITH

TABLES OF DISTANCES AND FARES FROM STATION TO STATION,

&c. &c.

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**Illustrated with Maps of the entire Line.**

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By **FRANCIS COGHLAN,**

Author of Guides to 'Paris,' 'St. Petersburg,' 'The Rhine,' 'Belgium,'  
'Switzerland,' 'London,' &c.

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**London:**

**A. H. BAILY & Co., 83, CORNHILL.**

**1838.**

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## INTRODUCTION.

**LONDON AND BIRMINGHAM  
RAILWAY.**

THE Act of Parliament for forming this great undertaking was obtained in May 1833, and the works were commenced in June 1834.

In July 1837, 24½ miles of the line, adjoining London, were opened to the public. Seventy-seven miles are now opened (viz. forty-eight from the London end, and twenty-nine from the Birmingham end) and in the ensuing autumn the whole of the line will be completed.

**Embankments, &c.**

A level line for the Railway was obtained by cutting through the hills, and using the earth therefrom to form embankments. The country throughout is of an undulating character, so that there is scarcely a mile throughout the whole length in which cuttings or embankments were not necessary.

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Ry. Engineer. 10 M22-  
Att. Clerk

The width of the embankments on the top, and of the excavations at the bottom, is 33 feet.

The greatest height of an embankment is 45, and the greatest depth of an excavation is 65 feet.

The greatest slope of the sides of the excavations is 3 in inclination to 1 in height, the least  $\frac{3}{4}$  to 1. The greatest slope of the sides of the embankments is 3 to 1, the least 2 to 1.

The slopes of the excavations and embankments are all neatly trimmed down. Some are covered with the turf originally taken from the surface ; others are sown with grass seeds ; and many of the embankments near Coventry are planted with young trees.

The number of cubic yards of earth moved in forming the line will be, when completed, upwards of 16,000,000; nine-tenths of which will be used in forming the embankments, the remainder being formed into spoil banks or spread on the adjoining lands.

The number of embankments is 130, and of cuttings the same. The greatest length of any one embankment is  $1\frac{2}{3}$  mile, and of a cutting  $2\frac{1}{2}$  miles.

At the bottom of each embankment, and at the top of each excavation, there is a space of 10 feet on each side, to allow of a hedge, a post and rail, and a ditch.

### **Bridges.**

The span of the bridges where the turnpike and other roads pass under, and the width between the parapets where they pass over, is in no case less than 15 feet ; and from the road to the soffit of the arch,



the height is not less than 16 feet. The inclination of the roads, where altered, is never more than 1 in 30 for turnpike roads, and never more than 1 in 13 for other roads.

The span of the bridges, where the Railway passes under, is 30 feet, and the height not less than 16 feet.

### **Gates.**

In some few cases the Railway crosses roads of small traffic on a level. Wherever this occurs, gates are erected and persons stationed; the gates being so contrived as to close either across the railway or across the road. Immediately that a train of railway carriages is in sight, the gates are closed across the road; and as soon as the train is passed, the gates are shut across the railway, and the communication by the road again opened. To give notice to the gatekeeper, in the event of his not being on the alert, the engine-man turns the waste steam of the locomotive into a pipe contrived for the purpose, this causes a shrill whistle, which may be heard at a great distance.

No turnpike-roads are passed on a level.

### **Tunnels.**

Where the height of the ground is very considerable tunnels are driven: of which there will be seven, of the lengths of 1,105, 313, 1,786, 352, 272, 418, and 2,398 yards, together about  $3\frac{3}{4}$  miles.

The greatest width of the tunnels within the walls is 24 feet; the greatest height above the rails 22 feet.

In the short tunnels, the shafts used for working (and which are 8 feet diameter in the clear) are fully sufficient for ventilation. In the tunnel near Watford, there is, besides these working shafts, which are four in number, a shaft expressly made for ventilation, the superficial area of which is 750 feet. In the tunnel of 2,398 yards there will be two ventilating shafts of this description.

The air that would become contaminated in a tunnel by a locomotive engine with its train passing through it, supposing there were no ventilating shaft whatever, is  $\frac{1}{430}$ th part of the whole. The air of a crowded church or theatre is a thousand times more injurious; if, indeed, such a term can at all be applied to a railway tunnel.

In the tunnels now opened, not the slightest inconvenience is experienced in passing through, either from insufficient ventilation, or from any other cause. I can vouch for this fact, having been in the tunnels when a train has passed through.

### **Inclinations.**

Between the extremities of the line are five ridges, separated by six valleys, varying in depth: it became consequently necessary that the line should rise and fall. But in no case does any inclination exceed 1 in 304, or 16 feet in a mile, if we except a portion of the first mile from London, between Euston Grove and Camden Stations, for the working of which a stationary engine is employed. The



ropes to draw up the carriages on this part of the line are 4,000 yards in length, 7 inches in circumference, and the weight of each is about 12 tons.

Omitting this part of the line, and taking the part worked by locomotives, 13 miles are level,  $51\frac{3}{4}$  are at inclinations varying from 1 foot to 14 feet, and  $46\frac{3}{4}$  at inclinations between 14 and 16 feet.

The following are the levels of the different parts of the line above the level of the sea:—

Distance from Station at Euston-grove.	Level above the sea.
Miles.	Feet
1 $\frac{1}{2}$ Passengers and goods station, Camden-town . . . .	120
3 $\frac{1}{4}$ Brent Valley . . . . .	112
14 $\frac{1}{4}$ Oxhey Ridge (near Watford) . . . . .	240
16 $\frac{3}{4}$ Colne Valley . . . . .	229
31 $\frac{1}{4}$ Tring Ridge . . . . .	420
54 $\frac{1}{4}$ Ouse Valley . . . . .	259
60 $\frac{1}{4}$ Blisworth Ridge (near Northampton) . . . . .	358
65 $\frac{1}{4}$ Nen Valley . . . . .	319
77 $\frac{1}{4}$ Kilsby Ridge (near Daventry) . . . . .	395
91 $\frac{1}{4}$ Avon Valley . . . . .	263
98 $\frac{1}{4}$ Reaves Green Ridge (near Coventry) . . . . .	377
102 $\frac{1}{4}$ Blythe Valley . . . . .	320
112 $\frac{1}{2}$ Birmingham Station (Nova Scotia Gardens) . . . .	363

The Birmingham station is thus 248 feet higher than that at Camden Town; and the difference of level between the Brent valley and the Tring ridge is 308 feet (in a length of 28 miles.)

From the Camden dépôt to Birmingham,  $54\frac{3}{4}$  miles are ascending,  $43\frac{3}{4}$  descending, and 13 level.

The number of times the gradients change between one end of the line and the other is 44.

The greatest continued length of level line is  $3\frac{1}{4}$  miles. The greatest length of any gradient is  $7\frac{1}{2}$  miles. The greatest continued length of inclination, in one direction (that inclination varying from one gradient to another) is  $14\frac{1}{4}$  miles.

The curves along the line are numerous ; but there are none of less than a mile radius, excepting close to the station at Euston Square and Camden Town,

### **Rails.**

The total length of the line is  $112\frac{1}{2}$  miles. The part between Euston Grove and Camden stations is laid with four double lines of rails ; the remainder with two double lines. The sidings, or passing-places, with the stations, &c., make an addition of  $\frac{1}{10}$ th to the quantity of the rails, so that there will be about 125 miles of double line of railway.

The width of each double line of way is five feet. The space in the centre, between the lines, is six feet.

The rails used on the line are all of malleable iron. Those originally laid upon the Liverpool and Manchester line were of the weight of 35 lbs. to the yard ; but they have been found insufficient for the immense traffic, and they have accordingly been increased. On the London and Birmingham line 10 miles are laid with rails of unequal depth, termed fishbellied, 50lbs. to the yard ; 25 miles with parallel rails, 65lbs to the yard ; and the remainder with parallel rails, 75lbs. to the yard.

The rails are supported by cast-iron chairs, or

pedestals (of an average weight of about 25lbs.) fixed to stone blocks or wood sleepers; a piece of felt being placed between each chair and block. The chairs under the 50lbs. rails are 3 feet from centre to centre, under the 65lbs. rails 4 feet, and under the 75lbs. rails they were intended to have been 5 feet; but, this latter bearing having been considered too great, has been altered to 3 feet 9 inches in the cuttings and small embankments, and to 2 feet 6 inches on the higher embankments.

The rails are raised above the ground rather more than an inch; they are wedged to the chairs with oak keys.

### **Sleepers.**

The stone blocks under the chairs are 2 feet square and 1 foot deep, excepting those under the joints of the 75lbs. rails, which are 1 foot 3 inches deep. They are laid in a direction diagonally to the rails. The descriptions of stone are various,—viz. Granite, Limestone, Portland, Bramley Fall, and Whitby.

The sleepers are mostly of larch and oak, some few are of beech; all 9 feet long, 9 inches wide, and 5 inches deep.

The blocks are used in the excavations and on the smaller embankments; the sleepers on the large embankments.

The chairs are attached to the blocks by drilling two holes in each block, into which oak trenails, or plugs, are driven, and a spike inserted through them

and the chairs. The chairs are attached to the sleepers by a couple of pins, or spikes.

The trenails are 6 inches long, with a hole bored through for the spike.

The ballasting of the line is about 2 feet in thickness, being 10 inches under the bottom of the blocks, and 18 inches under the sleepers. Open brick drains, to take off the soakage, are laid along the centre of the ballasting, and each side in the excavations.

Where the common roads pass the railway on a level, the part of the road between and on each side of the rails is paved with granite carriage-way paving.

The number of men originally employed daily on the line in the actual works of the contract, since the works have been in full operation, is 12,000. This is exclusive of brickmakers, employed by the contractors, the number of whom on the line during the season (from April to September) is from 700 to 800.

### **Engines.**

The locomotive power employed in transporting passengers and goods on a railway is simply that of the high-pressure steam-engine, adapted to a carriage, and accompanied by a tender to supply it with fuel. The carriages containing goods and passengers are connected in a train behind.

The engines used at the present day weigh about 10 tons; the tender, with its water and fuel, weighs about  $3\frac{1}{2}$  tons. The cost of an engine and tender is

about £1,200; and the annual cost of repairs to an engine in constant use may be estimated at £800. The consumption of coke is about 600lbs. per hour.

An engine of the above description will transport from 100 to 240 tons on a level line, at a rate of from 10 to 12 miles an hour, with a working steam pressure of 50lbs. to the square inch. Each boiler has two safety valves, one of which is placed wholly out of the power of the engine-man to tamper with. In some of the boilers there is also a hole bored at a level below that at which the water ought to stand, into which a plug is soldered with lead. If, therefore, by any means the water should fall below that level, the solder becomes melted, and the plug falling out, affords a vent for the steam, and thus renders it wholly impossible for the boiler to burst.

It is to be borne in mind that the great superiority of a railway with locomotive engines over a common road, becomes materially diminished, if the road is not an exact level. At great inclinations the power is entirely lost. With an incline of 1 in 200 it is less than one-half; at 1 in 50 an engine will but just draw itself, and at 1 in 12 it will not ascend at all; the force exerted causing the wheels to turn round on the same spot, instead of advancing.

It is also of great importance to avoid abrupt curves or sudden turnings. The character of the country through which a railway passes, or the avoidance of particular estates, render curves oftentimes compulsory, but they are not of a less



radius than a mile, unless near a stopping-place. Means have been provided to assist in a slight measure the engines going up an inclination by making use of a little additional pressure of the steam, by partially stopping at the time the flow of water to the boiler. But even this will not compensate for an incline, however trivial. In the part of the London and Birmingham line now open, in which the line chiefly rises from London, although the rise in no part exceeds 1 in 304, still there is generally a difference in the time of travelling to and from London. The speed, however, in both directions, will be greater when the whole of the line is opened ; —a consummation devoutly to be wished.

### **Advantages.**

The dangers of travelling upon ordinary roads are considerably greater than by railways. This will be obvious, when we reflect that upon the inside of the wheels of railway carriages there is a flange, or guide, which effectually prevents them, by any means, getting off the rail. On a common road, on the contrary, the carriage has no hold whatever of the ground beyond that which gravity gives it, and is liable to be deranged from many causes.

The importance and benefit of railway communication, not only to London, but to the most distant parts of the kingdom, must be so evident, that any attempt on my part to point out either the one or the other, would, no doubt, be considered superfluous.

but I cannot help expressing my ardent hope, that “poor ould *Ireland*,” the land of my birth, will derive some advantage from the facility of communication between the two capitals. In twenty-four hours, by the art of man, we are enabled to reach *Dublin* from London, by a transit so easy, and at so moderate an expense, that surely the friends of the country will visit it—to see, to admire, and to suggest plans for its improvement. Let its enemies visit it, and their prejudices must be removed; they yet *know it not*. Who that *has* ever visited that fine, but ill-used country, has not returned convinced of its inexhaustible resources, though doomed by a combination of events to be the most degraded and impoverished country in Europe? What impartial observer but would bear testimony to the bravery, talent, and the hospitality of its sons? “Alas, my poor country! Would that I could do more!”

### Constables

Are placed at distances from one mile to one mile and a half along the entire line. Each man is furnished with two flags, red and white, during the day, and a lamp at night—which is made to show either a white, green, or red light. The first announces to the engineer of the approaching train that there is no impediment; the green colour directs him to slacken the speed of the train, and the red to stop it as soon as possible. The flags are used for a similar purpose, except that upon seeing the red flag, the engineers

lessen the speed, which renders a green flag unnecessary. The inspector at each station has a portion of these men under his orders; they are on duty—that is, walking backwards and forwards on their beat—from half an hour before the passing of the first train in the morning till after the passing of the last train at night. I can vouch to their promptitude from personal knowledge, having spoken with every man from London to Birmingham, when I surveyed the line, for the purpose of giving the public a correct description of every part from my own observation; and I am convinced that, were the Directors themselves placed on the line, they could not display greater anxiety than these men do for the protection and safety of those travelling on the railway. Each man, besides being in the employ of the Company, is sworn as a county constable; they receive the same pay, and wear a dress similar to that of the metropolitan police, except in colour, which is green. Watch-boxes are placed at certain distances on the line, to protect the men from bad weather.

### **Receipt Tickets.**

On paying your fare at either of the Booking offices in London or at the stations, tickets are given, coloured according to the class carriage you are going in. In London they give pink for the first class, white for the second: along the line, and at Birmingham, the colours are—first class, yellow, second,



blue. These tickets are taken from passengers at the end of their journey, but must be shown at Denbigh Hall and Rugby. When you arrive at the former place, on your way to Birmingham, and leave the trains, show your ticket, presenting it open; and, according to the colour, a card will be given, marked C. or B. (coach or omnibus), and numbered; this entitles the holder to a seat in one of the conveyances, which are also numbered. When the passengers have taken their seats, a person collects the cards, a bell rings, and away they go, like so many stage-coaches starting for the St. Leger. At the period I visited this now celebrated spot (April 24th), nine conveyances started, each taking fifteen persons, making one hundred and thirty-five; but as the season advances, the Company will no doubt be obliged to increase the number of coaches.

The contractors, Messrs. Chaplin and Horne, with a view to prevent any inconvenience or delay to passengers, either at Denbigh Hall or Rugby, have placed a responsible person at each station, whose business is to superintend the transfer of travellers, and by whose indefatigable exertions much confusion is avoided. Complaints (should any just cause arise) ought to be made to Mr. Franklin, at Denbigh Hall, and Mr. Bretherton, at Rugby.

### **Luggage.**

Much anxiety is frequently evinced on the part of travellers respecting their trunks, carpet-bags, hat-

cases, &c. Indeed, as there are generally between one and two hundred passengers by the same train, there must be a great quantity of luggage, and being unacquainted with the arrangements of the Company for the speedy and safe conveyance of it between Denbigh Hall and Rugby, the passengers are frequently heard exclaiming, "Where's my trunk?" "Where's my portmanteau, marked L.L.D., A.S.S.?" "Pray, Mister Porter, have you seen my bonnet-box? I am sure my best Tuscan will be squeezed to atoms!" — "Oh dear! such quick travelling, that one flies away from one's things!" The fact is, that to prevent the unnecessary delay of unloading at Denbigh Hall, and re-loading at Rugby, a road van is filled with the luggage destined for Birmingham at the Euston-square station. On the arrival of the train at Denbigh Hall, this van is taken off the train, four horses are put-to, and it is immediately forwarded to Rugby, where it is again attached to the train. In this manner the invisible luggage reaches its destination, without being disturbed, from London to Birmingham. The luggage of those who stop at any of the intermediate places are placed on the roofs of the carriages, and there are lockers under the seats, into which carpet bags, hat-cases, or small parcels, can be conveniently put. It would save some trouble and anxiety to travellers were they to *see* their small parcels put under the seat of the carriage in which they place themselves, and the larger description placed upon the roof of the same conveyance, between

Denbigh Hall and Rugby. *Always have your name and destination affixed to each piece of luggage*; by this means, in case of its being mislaid, it would be forwarded to the nearest station, where it can be reclaimed. There is, I think, even now, scarcely a possibility of luggage being lost—much less when the whole line is open.

I could not help noticing the awkwardness of many of the *green* porters—particularly at Rugby.

### **Choice of Carriages and Seats.**

It was the original intention of the Company, by numbering the seats of the carriages, to give the passengers tickets accordingly; and I believe the plan was acted upon for a short time, but found to cause much confusion, and was therefore abandoned. Indeed, allotting particular seats to the concourse of persons travelling by the railway would be almost impossible. The method of numbering the seats in public conveyances is almost universally practised on the Continent, with great facility and benefit to the passengers; and if adopted in our mails and stage-coaches, would be the cause of preventing the disagreeable squabbles for places which so often occur.

In the mails and first-class carriages, where all the seats are alike comfortably fitted up, I should imagine that preference cannot possibly exist. Ladies have not even the old fashioned excuse of, “Can’t sit with my back to the horses;” for should there be

any horses attached to the train, they will be found where my countryman found his coat-tails—*behind*. The stage-coach passengers' rule is now applicable to railway *coaches*, and the first comer has the choice of seats, which, like the choice of seats at a rubber of whist, is all *fancy*. In the second-class carriages, or rather *waggon*s, there is certainly a preference to be observed. In the first place, get as far from the engine as possible—for three reasons:—*First*, should an explosion take place, you may happily get off with the loss of an arm or a leg—whereas if you should happen to be placed near the said piece of hot machinery, and an unfortunate accident really occur, you would very probably be “*smashed to smithereens*,” as Brother Jonathan most expressively terms the likely result of such an occurrence. *Secondly*—the vibration is very much diminished the further you are away from the engine. *Thirdly*—always sit (if you can get a seat) with your back towards the engine, against the boarded part of the waggon; by this plan you will avoid being chilled by a cold current of air which passes through these open waggon, and also save you from being nearly blinded by the small cinders which escape through the funnel. A screen of fine gauze fastened at the top of the funnel would prevent this, and in no way interfere with the smoke.

### Stations.

The principal stations at present are—at WATFORD, TRING, DENBIGH HALL, RUGBY, and COVEN-

TRY. At each of these places, two clerks, a police inspector, and several policemen and porters, are in attendance. At the secondary stations, which are the *Harrow*, *Boxmoor*, *Berkhampsted*, and *Leighton Buzzard*, there is but one clerk, an inspector, and a less number of policemen and porters. At all the stations accommodation has been provided for the passengers, both on arrival and departure. Denbigh Hall will be but a secondary station when the line is open to Wolverton; this will account for the want of those substantial buildings which are found at Rugby and the other principal stations.

Under the head of the respective stations will be found the exact time when the trains arrive, both up and down: but I would recommend every person to be there at least a *quarter* of an *hour* before the time specified.

### **Regulations.**

*Time of Departure.*—The doors of the booking-office will be closed precisely at the time appointed for starting; after which no passenger can be admitted.

*Luggage.*—Each passenger's luggage will be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies. No charge for *bonâ fide* luggage belonging to the passenger under 100lbs. weight; above that weight a charge will be made at the rate of 1d. per



pound for the whole distance. The attention of travellers is requested to the legal notice exhibited at the different stations, respecting the limitation of the Company's liabilities to the loss or damage of luggage.

*Gentlemen's Carriages and Horses.*—Gentlemen's carriages and horses must be at the stations at least a quarter of an hour before the time of departure. A supply of trucks will be kept at all the *principal* stations on the line; but to prevent disappointment, it is recommended that previous notice should be given, when practicable, at the station where they may be required. No charge for landing or embarking carriages or horses on any part of the line.

*Road Stations.*—Passengers intending to join the trains at any of the stopping places are desired to be in good time, as the train will leave each station as soon as ready, without reference to the time stated in the printed tables, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally upon there being room on the arrival of the trains, and they will have the preference of seats in the order in which they are booked. No persons are booked after the arrival of the train. All persons are requested to get into and alight from the coaches *invariably* as directed by the conductor, as the only certain means of preventing accidents.

*Conductors, Guards, and Porters.*—Every train is

provided with guards and a conductor, who is responsible for the order and regularity of the journey. The Company's porters will load and unload the luggage, and put it into or upon any omnibus or other carriage at any of the stations. No fees or gratuities allowed to conductors, guards, porters, or other persons in the service of the Company.

*Smoking, Selling of Liquors, &c.*—No smoking will be allowed in the station-houses, or in any of the coaches, even with the consent of the passengers. No person will be allowed to sell liquors or eatables of any kind upon the line.—The Company earnestly hope that the public will co-operate with them in enforcing this regulation, as it will be the means of removing a cause of delay, and will greatly diminish the chance of accident.

*Parcels.*—The charge for parcels, including booking and delivery, are as follows :

	per lb.
Under 50 miles, under 28lbs.	1s. 2d. above, 0½d.
Above 50 miles, under 20lbs.	1s. 8d. above, 1d.

## NOTICE.

The author of the *Iron Road Book* having *walked* the entire line of Railroad now open, between London and Birmingham, at great personal fatigue (as by no other means could a correct description of the line be given), considers it necessary to state that a great number of the places described *cannot be seen from the line*; the barrenness of the immediate neighbourhood of the railway has, however, been supplied by giving descriptions of the most interesting towns and villages on either side, although not distinguishable from the carriages. In other respects, the correctness of the work may be depended upon, as far as time, expense, and fatiguing exertions could make it.

London, May 16th 1838.



## THE RAILWAY COMPANION.

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OMNIBUSES leave the booking-offices with passengers and their luggage, for the station at Euston Square, three-quarters of an hour before the starting of each train. For this conveyance a charge of sixpence is made. By a wise regulation of the Railway Companies, that annoying practice of *hat touching*, first from the porter, then from the coachman, then from the guard, and then from the guard's cad, is entirely abolished. The public will *feel* the benefit of this reform more than all the cheese-parings of either Whig or Tory! I believe the spirited coach proprietors, Messrs. Chaplin and Horne, have abolished all fees to their servants working the branch coaches connected with the Railway. *Lubin Log* was quite out when he said, giving to coachmen and guards was "*quite hoptional*,"—at least, I never found it so.

*The attention of travellers is directed to an article under the head "Waiters and Chambermaids," at the end of the description of Birmingham.*

### Routes of Omnibuses,

*To and from the Euston Square Station.*

SPREAD EAGLE, *Gracechurch-street*, passing through Cheapside, Newgate-street, calling at the GEORGE AND BLUE BOAR, *Holborn*, Red Lion-street, Lamb's Conduit-street, Brunswick-square, Hunter-street, Judd-street, and New-road, to the station.

SWAN WITH TWO NECKS, *Lad-lane*, and CROSS KEYS, *Wood-street*, Cheapside; along St. Martin's-le-grand, Aldersgate-street, Goswell-street-road, to the ANGEL, Islington, and New-road to the station.

GOLDEN CROSS, *Charing-cross*, and *Regent-circus*, *Piccadilly*, by John-street, Portland-road, and New-road, to the station. Passengers will be called for, if residing in the line from the office to the station.

Places and parcels are booked to Birmingham at the above offices.

An office at Euston Station is appropriated to Messrs. Chaplin and Horne, for the purpose of transacting their business generally, in connexion with the Company, and for booking passengers to the following places :

For Oxford—*viâ* Tring, at one and five P.M.

Tamworth, Atherton, Hinckley, Lutterworth, Worcester, Lincoln, Stamford, Kettering—*viâ* Denbigh Hall, half-past seven A.M.

Derby, Nottingham, Leicester—*viâ* Denbigh Hall, nine and half-past eight.

Northampton—*viâ* Denbigh Hall, half-past seven, nine, one, and half-past eight..

Banbury, Buckingham, Brackley—*via* Denbigh Hall, one P.M.

Messrs. Chaplin and Horne have entered into a contract to convey all passengers and parcels from Denbigh Hall, the terminus on the London side, to Rugby, the terminus on the Birmingham side. Their arrangements are so complete, that no apprehension need be felt by travellers, as to proceeding at once to Rugby, on the arrival of the trains.

The Railway Companies engage to perform the entire journey from London to Liverpool, a distance of 212 miles—that is, 114½ from London to Birmingham,\* and 97½ from Birmingham to Liverpool—in fourteen hours, allowing ample time for refreshment.

*Fares from London to Birmingham.*

First-class coach . . . . .	£1 10 0
Second-class coach . . . . .	1 0 0
Children under ten years of age half price.	
Gentlemen's carriage, four wheels ..	2 10 0
Ditto, two wheels . . . . .	1 17 0
One horse . . . . .	1 13 0
Two horses . . . . .	2 13 0
Three horses . . . . .	3 7 0
Dogs . . . . .	0 10 0

Passengers, if belonging to and riding in gentlemen's carriage, servants and grooms in charge of horses, pay the full fare to Birmingham.

The first-class coaches carry six inside, each seat being numbered, and divided by arms; and the mails four inside, one compartment of which is convertible

\* The distance will be something less when the entire line is opened.

into a bed-carriage, if required. The second-class waggons have a roof only, have no lining, no cushions, no divisions of the compartments, no windows. The first-class carriages have seats on the roof for the accommodation of those who prefer riding outside.

### Times of Departure.

The trains leave the Euston Square station as follows :

	Week days.	Sundays.
First train, to Birmingham .....	7½ A.M.	7½ A.M.
Second..... Do. ....	9½	—
*Third..... Denbigh Hall .....	11	9½
Fourth..... Birmingham .....	1 P.M.	—
*Fifth ..... Denbigh Hall .....	3	—
*Sixth ..... Do. ....	5 —	5 P.M.
Seventh .... Do. (mail) ..	8½ —	8½

The Mail Trains do *not* stop at any Station between London and Denbigh Hall. The Trains marked (\*) stop for passengers at *all* the Stations. The remaining Trains stop *only* at Watford, Tring, Leighton, Denbigh Hall, Rugby, and Coventry.

On driving into the yard on the left of the grand entrance, you are set down under a portico, from which admission is obtained to the pay departments, by separate doors, which are distinguished by having the name of the class painted on large lamps above the doors; thus rendering them serviceable both at night and day. These doors are opened one hour before the starting of each train. Those persons who have booked their places at either of the offices mentioned elsewhere, merely show their ticket, and pass on either into the waiting-room or take their place in one of the carriages or waggons; those who

are not booked elsewhere, pay their fare to the clerk, who gives a receipt ticket. On entering the interior of the station, strangers cannot but be struck with the novelty of the scene. The train destined for departure is drawn up alongside a raised stone platform, protected from the weather by a light handsome shed, supported by cast-iron pillars. To the carriages are affixed boards, with the names of the various towns to which passengers can proceed by coach from the railway stations—such as Oxford, Northampton, Banbury, &c. All the passengers having taken their seats, —on the striking of the clock, the office doors are shut, and the porters and police push the train about the distance of two hundred yards.

### **Route.**

The large building on the right is the coach-house, capable of holding upwards of two hundred carriages; here are manufactured all the second-class carriages, and the waggons for luggage, horses, and sheep. The best carriages are made by various coachmakers in London and elsewhere. A little below this building the train is attached to a thick rope, worked by a steam engine, the Act of Parliament prohibiting the approach of the locomotive engines nearer than Camden Town, a distance of one mile and a quarter; this rope being endless, acts upon two large wheels, one at the engine, the other beneath the spot where it is attached to the train. On a signal being given by a man stationed for the purpose, this is set in motion,

—and acting in the same manner that a line revolves round the wheel of a common lathe, draws the train up to the engine in the space of three minutes. Here the panting engine is attached to her tail, which bids fair to rival the tail of the great O—; as the weather gets finer, on they stick an additional joint. Passing under *divers* bridges and roads, through tunnels, we arrive at

### CAMDEN TOWN STATION.

#### Left.

The lofty pillars right and left are the chimnies belonging to the steam-engine, used for drawing up the trains from Euston Station.

The white building is the celebrated *Chalk Farm*; but latterly the duellists have patronized Battersea Fields, particularly since the affair between the Duke of Wellington and Lord Winchilsea. Behind this is

*Primrose Hill*, formerly called Greenbury Hill, from the names of the three persons who were executed for the supposed assassination of Sir Edmundsbury Godfrey, and who were said to have brought him hither, after he had been murdered near Somerset House.

*Hall's Buildings*, named after a brickmaker, who first made the bricks, and then built the houses, until he erected in a few years the cluster of houses now known by the above name.

*Portland Town* lies behind.

#### Miles.

1  $\frac{1}{4}$

#### Bridge

1  $\frac{1}{2}$

#### Excav.

#### Tunnel

2

#### Bridge

#### Excav.

2  $\frac{1}{2}$

#### Right.

The pillar on the right is the chimney connected with the Coke-house, where that material is prepared for the engines.

*Stanhope Arms Inn.*

*Engine House.*

On the hill is the healthy and populous hamlet of *Highgate*. The name is said to be derived from the high gate, or the gate on the hill, there having been, from time immemorial, the toll-gate of the Bishop of London on the top of the hill, which is four hundred feet above the summit of St. Paul's Cathedral, and affords many beautiful prospects. Highgate is four miles north of London.

*Hampstead*, from its beautiful situation, is one of the most noted villages in the neighbourhood of London; it lies on the southern acclivity of a hill,



*Paddington* will soon become as celebrated as Euston Square, it being the principal station for the Great Western Railway. The church is a handsome modern building, erected in 1788, upon the Grecian model, with a portico of the Doric order, towards the south, and a cupola on the top.

The Grand Junction Canal terminates in a basin at *Paddington*, after running nearly 100 miles, from the village of *Braunston*, in *Northamptonshire*, where it enters the *Oxford Canal*, and by which it is connected with the *Coventry* and *Birmingham Canals*, the *Grand Trunk Canal*, &c. thus forming a regular line of water communication from *London* into *Lancashire* and *Yorkshire*, and thence with the *Docks*, by means of the *Regent Canal*.

*Bell Tea Gardens*, the property of the Railway Company, leased for a number of years to the present occupant. It is quite amusing to notice the motley groups assembled every evening, particularly on *Sundays*, to see the trains.

From this spot, a better view of *Portland Town* is obtained.

*Farm House.*

2 $\frac{3}{4}$

Bridge

3

3 $\frac{1}{8}$

Bridge

3 $\frac{1}{4}$

Emban.

3 $\frac{1}{2}$

Level

3 $\frac{3}{4}$

Bridge

Excav.

1 4

Bridge

about four miles from *St. Giles's Church*. The fine views of the metropolis, and the distant country, which are to be seen from the heath, and from most parts of the hill on which the village is situated, are not the only beauties. The home landscape, consisting of broken ground, divided with enclosures and well planted with elms and other trees, is remarkably picturesque.

The parish of *Hampstead* lies in the hundred of *Ossulston*, and is bounded by *Hendon*, *Finchley*, *Pancras*, *Marylebone*, *Paddington*, and *Wilsden*. It contains 2,169 acres of land, of which a very small portion is arable.

On the side of *Hampstead Hill*, to the east of the town is a spring of mineral water, strongly impregnated with iron.

Some Roman antiquities, consisting of sepulchral urns, vases, earthen lamps, &c., were dug up in the *Well Walk* at *Hampstead*, in the year 1774.

*Kilburn*, situated on ancient *Watling-street*, on the road to *Edgware*. The houses are mostly occupied by genteel families.

There is a spring in the neighbourhood which possesses medicinal properties. A *Benedictine nunnery*, which was valued at the dissolution £121. 16s. formerly existed here.

Freed from the accumulated bricks and mortar of the metropolis, we begin to breathe a fresher air, and the aspect around becomes more cheerful.

The beautiful village of *Hendon* derives its name from its

*Kensal Green.*

A foot-path here crosses the line.

Tunnel, 313 yards in length, and has one shaft for ventilation.

*Wormwood Scrubbs.*

Here the branch *Bristol and Thames Junction Railway* will join the *Birmingham*.

*Hammersmith* is seen in the distance. *Hammersmith* is noted for rare exotics, and the nursery-men in the neighbourhood are remarkable for introducing many new and beautiful plants. There are a great many handsome seats and villas about *Hammersmith*, particularly near the *Thames*. The church is very conspicuous.

Here commences a straight line of railroad, extending one mile and a-half.

4 $\frac{1}{4}$ 

Excav.

4 $\frac{1}{2}$ 

Tunnel

4 $\frac{3}{4}$ 

Excav.

5 $\frac{1}{8}$ 

Bridge

5 $\frac{1}{4}$ 5 $\frac{1}{2}$ 

Bridge,

Level

5 $\frac{3}{4}$ 

6

elevated situation. The village is scattered over a considerable tract of ground, and consists of several detached groups of houses, known by various names.

The parish of *Hendon* is in the hundred of *Goare*, and is seven miles in length from north to south, and from two to four in breadth.

There was formerly a very remarkable cedar-tree in the garden of *Hendon-house*. It was blown down by the high wind on the 1st of January, 1779. Its dimensions were: height, 70 feet; diameter of horizontal extent of branches, 100 feet; circumference of trunk, at seven feet from the ground, 16 feet: at 12 feet from the ground, 20 feet; limbs, from 6 to twelve feet in girth.

The church is a handsome structure, consisting of a double chancel, a nave, two aisles, with octagonal pillars and pointed arches; it contains a considerable number of monuments. At the west end is a square embattled tower.

leading to the village of *Halston Green*.

*Halston House*, the seat of Mr. Curties, the banker.



Cross gates leading to *Acton*, which is supposed to derive its name from the number of oak trees growing there; *ac*, in the Saxon language, signifying an oak. About a mile to the north are some medicinal springs, called *Acton Wells*, which, in the eighteenth century, were in much repute: they belong to the Duke of Devonshire.

*Grand Junction Canal.*

*Twyford Abbey*, the seat of Douglas Willan, Esq.: to see it, one must look rather sharp amongst the trees.

Near this elegant mansion stands the handsome little church of *Twyford*, which displays many tasteful Gothic ornaments. There is no regular benefice attached to this church. Mr. Willan appoints the clergyman, and unites the offices of churchwarden, overseer, and beadle, in his own proper person—quite a *Caleb Quotem* in his way.

*Harrow* is about ten miles from London; it is situated on the highest hill in the county, and hence the name *Harrow on the Hill*, to distinguish it from *Harrow Weald*. It derives great importance from its school (the large red building), where some of the greatest men in

6  
Gates

6 $\frac{1}{4}$

Emban.

6 $\frac{3}{8}$

Bridge

Emban.

6 $\frac{5}{8}$

Bridge

Emban.

6 $\frac{1}{2}$

7

Bridge

7 $\frac{1}{4}$

Excav.

7 $\frac{1}{2}$

Bridge

Emban.

7 $\frac{3}{4}$

Bridge

8 $\frac{1}{8}$

Bridge

8 $\frac{1}{4}$

Emban.

8 $\frac{3}{4}$

Excav.

Here a neat Gothic cottage has been erected for the policeman who attends the gates; it is the only accommodation of the kind on the line, excepting at Watford Station, where a similar building, but something larger, has been erected for the inspector.

*Harrow* is seen on the right, although it is on the left of the line.

The neat building is *Stone Bridge*.

Public-house on the *Harrow Road*.

Pretty View.

Cross the river *Brent* by bridge of seven arches.

*Oakington Farm*, belonging to Mr. Gray, the horse dealer.

Here are four lines of rails.

A great curve, bringing *Harrow* on the left.

*Wembley Green*. From the hill a fine view is obtained.

The house near the line is the *Green Man Inn*.

*Wembley Hall* is a modern erection.

*Edgeware* was celebrated as containing the magnificent palace of Canons, erected in the early part of the eighteenth century by James, Duke of Chandos. It cost the duke £250,000, and it is recorded that the locks and hinges of the doors were of silver. Upon the death of the

Church and State have commenced their studies. The school was founded in the reign of Queen Elizabeth, by one John Lyon, of a neighbouring hamlet. It is much frequented by strangers, and from the hill, as may be supposed, an extensive view of the country is obtained. In and surrounding the town are many very tasteful seats, belonging to families of rank and distinction. There is a curious Norman doorway at the entrance to the church.

*Pinner*, about two miles and a-half from Harrow. The church is a large edifice, built chiefly of flints; in it lies the body of Mr. Holwell, who had been Governor of Bengal, and who published an account of his confinement, with many others, in the *Black-hole* in Calcutta. The living (a perpetual curacy) is a very rich one, in the jurisdiction of the Archbishop of Canterbury. Edward III. granted a charter for a weekly market and two fairs: now discontinued.

8 $\frac{7}{8}$   
Bridge  
9  
A Level  
9 $\frac{1}{4}$   
Excav.  
9 $\frac{3}{8}$   
Emban.  
9 $\frac{1}{2}$   
Excav.  
10 $\frac{1}{8}$   
Excav.

10 $\frac{3}{8}$   
Bridge

10 $\frac{1}{2}$   
Level  
11  
Emban.

owner, this noble mansion was pulled down, and sold piecemeal to different persons. The marble staircase was purchased by the Earl of Chesterfield. The equestrian statue of George I., which now adorns Leicester Square, was in the centre of the court, and the portico was transferred to Wanstead House.

At this spot the Company will have to erect a bridge for the accommodation of persons going from the village of *Preston* to *Harrow* church.

*Bentley Priory*, the seat of the Marquis of Abercorn,, on an elevated situation. The interior is most splendidly furnished, and comprises a suite of spacious apartments, containing a variety of paintings by some of the old masters; and a great number of valuable antique busts. The grounds cover a space of more than two hundred acres.

## HARROW STATION.

11 $\frac{1}{2}$  Miles.

### ARRIVAL of TRAINS from DENBIGH HALL.

#### *Sundays.*

First Train ..... 30m. past 9  
Second Train ..... 7  
Third Train ..... passes

#### *Week Days.*

First Train ..... passes  
Second Train ..... 9 A.M.  
Third Train ..... 11  
Fourth Train ..... passes  
Fifth Train ..... 7  
Sixth Train ..... passes  
Seventh Train ..... passes

### ARRIVAL of TRAINS from LONDON.

#### *Sundays.*

First Train ..... passes  
Second Train stops at 10  
Third Train ..... 30m. past 5

#### *Week Days.*

First Train ..... passes  
Second Train ..... passes  
Third Train ..... 30m. past 11  
Fourth Train ..... passes  
Fifth Train ..... 30m. past 3  
Sixth Train ..... 30m. past 5  
Seventh Train (Mail) .. passes

**Left.**

*Distances of Towns and Villages from this Station.*

	Miles.
Greenford .....	5
Ickenham .....	6 $\frac{1}{4}$
Northolt.....	3 $\frac{3}{4}$
Pinner.....	2
Ruislip .....	5 $\frac{1}{4}$
UXBRIDGE .....	8 $\frac{1}{4}$

Road to Harrow Weald.

Gates leading to *Pinner Park*, the residence of Mr. Walkden.

Pretty place, side of the bridge, belonging to another horse-dealer, Mr. Tilbury.

Watford Heath.

*Oxhey Farm*.—The building standing in the fields is a chapel.

**Right.**

*Distances of Towns and Villages from this Station*

Edgware .....	4 $\frac{1}{2}$
Elstree .....	5
Kenton .....	2
Stanmore .....	2 $\frac{1}{2}$

Near the Station, is a public-house, formerly the "*King—Bishop,—and Soldier*,"—alias "*The Railway Tavern*,"—and now rejoicing in the name of "*The Queen's Arms*." Notwithstanding it has—or had—so many fine names, the accommodation is of the commonest description. Those who stop at this station should go at once to Harrow, where there are two good inns, the *Crown and Anchor*, and *King's Head*.

White House, occupied by Mr. Monro, the Curate of Harrow Church.

leading to

*Stanmore* is two miles from Edgware; it was at this village the meeting took place between the Prince Regent, the Emperor of Russia, King of Prussia, and Louis XVIII., after the overthrow of Buonaparte.

Dr. Stukely supposes that the ancient city of Sulloniaca, or Suelloniaca, mentioned by Antoninus in his Itinerary, was in this parish, not far from Brockley Hill. Camden and Norden agree that it was on or near that hill. Great quantities of antiquities, as coins, urns, gold rings, &c. have formerly been found in this neighbourhood.

11 $\frac{3}{4}$
Level
12
Excav.
12 $\frac{3}{8}$
Level
12 $\frac{5}{8}$
Bridge
12 $\frac{3}{4}$
Gates
12 $\frac{7}{8}$
Bridge,
13 $\frac{1}{4}$
Emban.
13 $\frac{3}{8}$
Bridge
13 $\frac{3}{4}$
Excav.
13 $\frac{7}{8}$
Bridge
14
Excav.
14 $\frac{1}{8}$
Bridge,
14 $\frac{1}{4}$
Excav.
14 $\frac{7}{8}$
Bridge
Emban.
15 $\frac{1}{8}$
Bridge

*Moor Park* is situated to the east of Rickmansworth, and was anciently the property of St. Alban's Abbey. Henry VII. granted it to John de Vere, who led the van of his army in the battle of Bosworth Field, ; but it again reverted to the crown, and was for some time in possession of Cardinal Wolsey. The celebrated Lucy, countess of Bedford, was subsequently amongst its noble owners; she originally laid out the grounds here in the formal style of her age. In Charles the Second's time, it was purchased of James Earl of Ossory, by the unfortunate Duke of Monmouth.

Public House.

16 $\frac{1}{8}$   
Bridge

Cross the end of Watford.

Pretty view right and left. From this bridge to the Watford Station, a high winding embankment, caused by the Earl of Essex refusing to allow the railroad through his park.

16 $\frac{5}{8}$   
Bridge

Residence of Mr. Jollybanks.

16 $\frac{3}{4}$   
Bridge

across the Colne river.

*Aldenham Church*, in the distance peeping out from amongst the trees.

17  
17 $\frac{1}{4}$   
Bridge

Pretty view.

17 $\frac{5}{8}$   
Bridge

Gothic building, the residence of the inspector of the station.

## WATFORD STATION.

17 $\frac{3}{4}$  Miles.

ARRIVAL of the TRAINS from  
DENBIGH HALL.

*On Sundays.*

First Train ..... 13m. past 9  
Second Train ..... 43m. past 6  
Third Train ..... 13m. past 9

*Week Days.*

First Train ..... mail.  
Second Train ..... 43m. past 8  
Third Train ..... 13m. past 11  
Fourth Train ..... 43m. past 4  
Fifth Train ..... 43m. past 6  
Sixth Train ..... 43m. past 7  
Seventh Train ..... 13m. past 9

ARRIVAL of the TRAINS from  
LONDON.

*On Sundays.*

First Train ..... 24m. past 8  
Second Train ..... 26m. past 10  
Third Train ..... 56m. past 5

*Week Days.*

First Train ..... 24m. past 8  
Second Train ..... 26m. past 10  
Third Train ..... 56m. past 11  
Fourth Train ..... 54m. past 1  
Fifth Train ..... 56m. past 3  
Sixth Train ..... 56m. past 5  
Seventh Train ..... mail.

Omnibuses attend the arrival of the trains, to convey passengers to Watford, fare sixpence each person, and coaches to St. Albans and Rickmansworth.

On leaving this station, we enter a deep cutting, the high banks of which, and the tunnel that immediately succeeds, obstructs the view of the *only* nobleman's seat







adjoining the whole line. This tunnel is one mile eighty yards two feet six inches in length. It has five shafts for ventilation ; in the formation of the largest, nine men perished by the falling-in of the shaft. The torrent of smoke and steam issuing from these shafts after the passing of a train, has a singular effect ; it is frequently ten minutes before the tunnel is completely clear. Iron gratings have been fixed at the top of the shafts, and high walls built round them, to prevent anything being thrown down from above. Great attention is paid by the policemen to detect any obstruction on the rails in the tunnel. The rails appear so bright in the tunnel, that, by placing the eye close to the iron at one end, the sight is conducted to the extremity, and can detect even a pebble on the rail.

**Left.**

*Distances from the Station.*

	Miles.
To Beaconsfield.....	13
Chalfont St. Giles ....	9½
Watford.....	1
Cheney's.....	7½
King's Langley .....	4¾
Rickmansworth .....	4
Sarratt .....	7¼

*Watford* is a large, populous, and was once a bustling town. It is situated partly on a hill, at the foot of which the river Colne flows, making a reach after it passes the houses, so as to pass by two sides of it.

The Colne adds much to the picturesque beauty of the surrounding scenery. On this river are several paper and silk-mills. The Watford Canal commences near the town, where it unites with the Grand Junction Canal, and runs to St. Albans, passing in its course through

17¾

Excav.

18

**Right.**

*Distances from the Station.*

	Miles.
To Abbot's Langley .....	3¼
Aldenharn.....	3
Hunton Bridge .....	3¼
St. Albans.....	6

About two miles on the road from Watford to St. Albans there is a small building, bearing the appearance of one of the finest and neatest specimens of a dwelling in the Gothic style that could possibly meet the eye, and in the very best preservation. The windows are divided by mullions, and the timbers in the front converge in various directions. An oval-shaped chimney of large dimensions rises in the centre of this building, curiously plastered and ornamented in *alto relievo*, with every other embellishment intimating age; but yet this house, the property of the



the parishes of Watford, Bushey, Aldenham, and St. Peter's.

The church is nearly in the centre of the town, and is a large stone structure, with a square tower, surmounted by an hexagonal spire. The interior of the church is spacious, consisting of a nave, chancel, aisles, and two galleries. The cemetery of the Essex family is situated upon the left side of the chancel, containing several monuments; those inscribed to the memory of two illustrious members of the Morison family merit attention, on account of the excellence of their workmanship.

The market day is held on Tuesday, when, in addition to the usual articles sold, a great quantity of straw-plait is disposed of. There are several inns at Watford; the best is the *Essex Arms*.

*Cashiobury*, the seat of the Earl of Essex, in the neighbourhood of Watford, is supposed to have been the site of a palace, originally that of the Kings of Mercia, till Offa gave it to the Abbey of St. Albans. Henry VIII. bestowed the manor on Richard Morison, Esq., from whom it passed to Arthur Lord Capel, and lastly to his descendant, George Capel Coningsby, Earl of Essex. This noble seat has a park, said to have been planted by *LeNotre*. The mansion is a spacious but irregular building, having been erected at various periods: the celebrated Wyatt was the most recent architect. The interior decorations are on a superb scale; and, besides many elegant apartments, there is a kind of enclosed cloister, ornamented with stained glass. In its general appearance this house has the character of a castellated edifice; the principal front faces the south-east, and looks

Excav.

Bridge

18½

Tunnel

20

Earl of Essex, was not erected till 1823. His lordship is said to have several of these fanciful erections about his grounds near Cashiobury.

*St. Albans*, about six miles distant from the line, is celebrated as being more ancient even than London; it was built on the ruins of the Roman Verulam. An immense quantity of antiquities have been found at different periods. Nothing of the ancient city now remains except a few walls. The inhabitants are chiefly employed in the breweries, cotton and silk manufactories, and oil-mills.

The view of St. Albans, in whatever direction it is made, is most imposing. The interest which a spectator feels is considerably heightened, and a survey of modern St. Albans, unquestionably derives much additional interest from a knowledge of those great events formerly accomplished upon or near to this spot. Modern St. Albans affords a prospect which, for picturesque beauty, has scarcely a parallel.

It is built upon a projecting eminence, rising from the banks of the little rivulet Ver; from its shores the abundant foliage of various majestic trees rise in rural grandeur up the acclivity of the hill on which the town stands; through this luxuriance various buildings are to be seen, presenting every tasteful variety of appearance. The venerable Abbey Church occupies the most exalted station on its summit. The tower is an object seen for many miles, from whence arises a small pyramidical spire. The parallel lines in the uppermost part of the building are also agreeably relieved by battlements, the interstices of which are diversified by a variety of

immediately over Moore Park. In the different avenues there are tasteful convenient lodges for the park-keepers, erected by the present noble owner. The park of Cashiobury, four miles in circumference, is enlivened by abundance of deer.

Two miles beyond Watford is *Grove*, the seat of the Earl of Clarendon.

*Rickmansworth* is a small, badly-situated, market town, in a marshy ground at the confluence of the Gade and Colne rivers. The manor of Rickmansworth, before the reign of Offa, was a part of the ancient estate of the Saxon monarchs; upon his establishment of the monastery at St. Albans, Offa however alienated it from the crown and conferred it upon the monks, to whom Offa's grant was confirmed by his successors. Henry III. granted the abbots of St. Albans a charter, empowering them to hold a weekly market, and two annual fairs, upon their manor at Rickmansworth. When, along with the other religious establishments throughout the island, the Abbey of St. Albans was suppressed by Henry VIII., the manor of Rickmansworth was conferred by his successor, Edward VI., upon Ridley, bishop of London. Mary bestowed this manor upon Bishop Bonner. During the reign of Elizabeth, the crown again obtained possession of it, and in the reign of Charles I. it was granted, as a security for borrowed money, to the Six Clerks in Chancery. This monarch sold the estate to Sir Thomas Fotherly, in whose family it continued till the year 1694, when the last of that family was swallowed up by an earthquake in the island of Jamaica.

The church is of considerable size, having at its western ex-

Emban.

Bridge

20½

Emban.

tasteful arches in the style of the building. It is principally built of Roman brick, excepting the battlements, window-frames, and mouldings, which are of stone; the brickwork is mostly covered with a coat of stucco.

It is a singular circumstance that this Abbey Church should have been without an organ for several successive centuries. When the body of the church of St. Dunstan in the East, in London, was taken down, the parishioners thought a new church required a new organ; accordingly the old one was announced for sale. The good people of St. Albans, hearing of this, purchased the organ, and, on being repaired and ornamented, it proved to be one of the four made by Father Smith (so called to distinguish him from another builder of that name), and for melody and beauty of tone is only equalled by the organ at the Temple church, built by the same celebrated man.

At the west end of the Abbey Church is the grand entrance, through a projecting porch richly ornamented. Entering the church, at this door, the attention is immediately arrested by the singular effect resulting from the diversities of the style of architecture. The appearance of the columns and arches of the nave, notwithstanding the dissimilarity so strikingly evident between many of them, is very grand.

From its antiquity many persons would be led to expect that this church contained many curious monuments: but in this expectation the antiquarian would find himself sadly disappointed. Of the brass monumental plates which formerly abounded in this church, but one remains,

tremity a handsome and lofty embattled tower, and the interior consists of a nave and chancel, and contains many curious monuments.

There was formerly a good corn market, but it has of late declined greatly, although exempted from toll.

In and near the town are several flour, cotton, silk, and paper-mills. Many of the females of this town are employed in making straw-plait.

At *West Hyde*, near Rickmansworth, there is a plantation for water-cresses; the increased cultivation of this useful vegetable insures a regular and constant supply to the metropolis.

Paper Mill belonging to Mr. Dickenson.

*Langley Bury* was originally built by Raymond, Lord Chief Justice of the King's Bench in the time of Charles II. It is agreeably seated upon an eminence gently sloping from the river Gade, which flows along the N.E. side of the park. It is now in the occupation of Mr. Sullivan.

*King's Langley*. — A small village; formerly a palace was erected here by Henry III., in which Edward Langley, son of Edward V., was born. Here was also a Dominican priory, founded in the beginning of the 13th century, and afterwards most richly endowed by Edward I., who granted the manor of Langley to it. Its annual revenues at the dissolution, according to Speed, were £150 14s. 8d. The church is a neat structure, with a large embattled tower at its western extremity; the interior contains many ancient monuments.

20 $\frac{3}{4}$ 

Emban.

21

Emban.

21 $\frac{1}{2}$ 

Emban.

St. Albans obtained its first charter of incorporation about the year 1553, from Edward VI., and its government was vested in the hands of a mayor and burgesses. The government was afterwards changed by Charles II., and vested in the hands of a mayor, high-steward, recorder, twelve aldermen, and twenty-four assistants.

This town sends two representatives to Parliament.

Gallows Hill Village.

*Abbot's Langley*, so called from having belonged formerly to the Abbey of St. Albans. The church is a spacious and handsome building, containing some curious monuments. Abbot's Langley has the honour of being the birth-place of Adrian IV., the only Englishman who ever attained to the pontifical chair; as a pontiff he was most haughty and overbearing. He enjoyed his dignity but four years, having been poisoned in 1159.

The river Gade rises near Gaddesden, on the confines of Buckinghamshire, joins the Bulbourn, which rises near Penley Hall, and taking a S.E. direction, runs through the parks of Lords Clarendon and Essex to its junction with the Colne.

The Grand Junction Canal is crossed here by a bridge. This canal is seen nearly the whole way through the county of Hertford: it commences at Old Brentford, and enters the Coventry Canal above Berk-

When the *Grand Junction Canal* was first contemplated, the Directors intended to cut a tunnel under Croxley Hill; but the Earl of Essex, with great liberality, allowed the navigation to pass through his park: great expense was thus saved to the proprietors, which lessened considerably the cost of carriage to the public. It is but doing justice to his lordship thus to record so patriotic an act. His lordship, however, refused to allow the Railroad to pass through his park, which caused the line to take the extensive curve to be observed between the sixteen mile-post and Watford Station.

Emban.

hampstead; it then follows the course of the Bulbourn and Gade to Rickmansworth, and from thence to the course of the Colne till it leaves the county.

Pass over the turnpike road leading to Hemel Hempstead.

23 $\frac{3}{4}$

Bridge

White gothic building, the residence of Mr. Dickenson, the proprietor of several paper-mills in the neighbourhood.

23 $\frac{1}{4}$

Emban.

*Two-Waters*, pleasantly situated at the junction of the river Gade with Bulbourn-brook, and adjoining the Junction Canal. This neighbourhood has long been celebrated for the number of paper-mills, several of which belong to Mr. Dickenson, whose residence has been noticed above. The *Bell Inn* is much frequented by persons from London fond of angling, the neighbouring rivers being plentifully stocked with fish. Those making an excursion from London will find the neighbourhood of the Two Waters very pleasant. It is within one mile and a quarter of Hemel Hempstead.

## BOXMOOR STATION.

24 Miles.

ARRIVAL of the TRAINS from  
DENBIGH HALL.

*Sundays.*

First Train .....	passes
Second Train .....	51m. past 8
Third Train .....	21m. past 6

*Week Days.*

First Train .....	21m. past 8
Second Train .....	51m. past 10
Third Train .....	21m. past 6

ARRIVAL of the TRAINS from  
LONDON.

*Sundays.*

First Train .....	passes
Second Train .....	46m. past 10
Third Train .....	16m. past 6

*Week Days.*

First Train .....	16m. past 12
Second Train .....	16m. past 4
Third Train .....	16m. past 6



Boxmoor being only a *secondary station*, the trains in communication with Rugby do not stop here. It lies considerably higher than the common from whence the station is named. Two omnibuses from Hemel Hempstead attend the arrival of the trains : fare, sixpence each. There is a house of entertainment near the station called the *Boxmoor Hotel*. Immediately after leaving this station, the canal is seen on the right.

**Left.**

*Distance of Towns and Villages.*

Miles.

Bovingdon ..... 2 $\frac{1}{2}$

From the hill above the station a beautiful view is obtained.

On the brow of the hill is *Boxmoor House*. Some of the knowing ones from London have been trying to get this house to convert it into a *Lunatic Asylum*.

Cross the Berkhamstead road. A high embankment continues for a mile and a-half.

*West Brook Hay*, the seat of the Hon. M. Ryder, son of the Earl of Harrowby.

*Bournend*, a small village adjoining *Winkwell*.

Emban.

24 $\frac{1}{2}$   
Bridge

Emban.

25 $\frac{1}{4}$   
Cross the

Canal

26 $\frac{1}{2}$

Bridge

27 $\frac{1}{4}$

Gates

Bridge

**Right.**

*Distance of Towns and Villages.*

Miles.

Harpenden ..... 8 $\frac{1}{2}$

Hemel Hempstead..... 1 $\frac{1}{2}$

Redburn ..... 5 $\frac{1}{2}$

*Hemel Hempstead*, a market town agreeably situate among hills. The church stands on the west side of the town, in an extensive church-yard, and, from the style of its architecture, seems to have been originally erected shortly after the Norman conquest : it has, however, at various times undergone considerable repairs and alterations. Its form is that of a cross, from the intersection of which the tower rises. The entrance into the town presents us with a handsome lamp, which would not disgrace a London gin palace. The market-house is constructed of wood, without any ornament. The female inhabitants are chiefly employed in plaiting straw.

The best inns are the *Bell* and *King's Arms*.

Gravel pits, from whence the material for the embankment, commencing at Boxmoor, was taken.

Rose Cottage gates.

# **BERKHAMSTEAD STATION.**

27½ Miles.

## **ARRIVAL of the TRAINS from DENBIGH HALL.**

### *Sundays.*

First Train ..... 36m. past 8  
Second Train ..... 6m. past 6

### *Week Days.*

First Train ..... 6m. past 8  
Second Train ..... 36m. past 10  
Third Train ..... 6m. past 6

## **ARRIVAL of the TRAINS from LONDON.**

### *Sundays.*

First Train ..... 57m. past 10  
Second Train ..... 27m. past 6

### *Week Days.*

First Train ..... 27m. past 12  
Second Train ..... 27m. past 4  
Third Train ..... 27m. past 6

This Station is also a secondary one. It is on a high embankment, overlooking the town of Berkhamstead, to which there is a communication by a bridge across the Junction Canal. Leaving this Station, we pass through grounds having the appearance of a park; the estate belongs to Lady Bridgewater, and is occupied by Mr. Newman.

## **Left.**

### *Distances of Towns and Villages from this Station.*

	Miles.
To AMERSHAM .....	7½
CHESHAM .....	4½
Bois .....	6½
Hawridge .....	3½
HIGH WYCOMBE ....	14½
Missenden, Great ....	9
Little.....	8

Berkhamstead consists of one wide street, nearly half a mile long. Upon the north side of the town are the remains of a castle. Notwithstanding its dilapidated condition, enough remains to testify its former importance. This castle was formerly a palace belonging to the kings of Mercia, and, under its protection, the town gradually increased in size and importance, inasmuch, that upon William's invasion from Normandy, this

## **Right.**

### *Distances of Towns and Villages from this Station.*

	Miles.
To Gaddesden .....	2½
Market Street .....	6½
Nettleden .....	2½
Studham .....	6½

Gaddesden is situated on the banks of the river *Gade*, from whence its name. The church is small, but contains several monuments. This parish is remarkable for being the birth-place of John de Gaddesden, a physician and writer of some eminence in the days of Chaucer. This village forms part of the estates of the College of *Bonhommes*, at Ashridge. Queen Elizabeth granted it to Jane, Lady Cheney, and her heirs; in the 28th of James I. it was purchased by Thomas, Lord Ellesmere; and Sir John Eger-

28½  
Bridge

Excav.

29  
Tunnel

29½  
Emban.

29¾  
Bridge



place was selected for the meeting between the Conqueror and the leading men of the party confederated against him.

Here are two charity schools, and almshouses for six poor widows, besides minor charities.

The chief trade is in making wooden bowls and spoons.

The only respectable inn is the *King's Arms*, and that, from what I saw of it, was no great things. Master John Page, the host, glories in relating the visits of Louis XVIII., who resided at Hartwell House, near Aylesbury, during his banishment.

*North Church*, a village in the parish of Berkhamstead.

30 $\frac{1}{8}$   
Bridge  
30 $\frac{3}{4}$   
Level.  
31  
Excav.

31 $\frac{3}{8}$   
Bridge

ton, his son, afterwards Earl of Bridgewater, whose descendant, the present earl, built the splendid seat in Ashridge Park, on the borders of Bucks and Herts, near little Gaddesden. This park is five miles in compass. The mansion has a beautiful view of Aylesbury Vale. It stands partly in the parish of Gaddesden and partly in that of Pitson. The seat is not seen from the Railroad, which here passes through the grounds. The pillar which is seen on the right was erected by Lady Bridgewater, as "a memorandum of the late duke," according to a native, who pointed it out to me.

## TRING STATION.

31 $\frac{3}{4}$  Miles.

### ARRIVAL of the TRAINS from DENBIGH HALL.

#### *Sundays.*

First Train .....	23m. past 8
Second Train .....	53m. past 5
Third Train .....	23m. past 8

#### *Week Days.*

First Train .....	passes
Second Train .....	53m. past 7
Third Train .....	23m. past 10
Fourth Train .....	43m. past 3
Fifth Train .....	53m. past 5
Sixth Train .....	53m. past 6
Seventh Train .....	23m. past 8

### ARRIVAL of the TRAINS from LONDON.

#### *Sundays.*

First Train .....	3m. past 9
Second Train .....	15m. past 11
Third Train .....	4ml. past 6

#### *Week Days.*

First Train .....	3m. past 9
Second Train .....	3m. past 11
Third Train .....	41m. past 12
Fourth Train .....	33m. past 2
Fifth Train .....	44m. past 6
Sixth Train .....	41m. past 6
Seventh Train .....	passes

Conveyances attend the arrival of the trains, from Tring, Aylesbury, Oxford, &c. The best Inn is the *Rose and Crown*.

Leaving the Tring Station, we enter a deep excavation, which continues upwards of two miles, passing under three bridges. This excavation, which is between fifty and sixty feet deep, occupied upwards of 400

men for three years and a half: it is the deepest and longest in the entire line. In this excavation the boundary between the counties of Hertfordshire and Bucks is passed.

**Left.**

*Distances of Towns and Villages from this Station.*

	Miles.
To AYLESBURY .....	9½
Buckland.....	5½
Cheddington .....	4
Halton .....	6½
Hampden .....	11½
——, Little.....	10
Kimble, Great.....	10½
Princes Risborough ..	12½
Stoke Mandeville.....	8½
TRING .....	2½
WENDOVER .....	7½
Wigginton.....	1½

Tring, a small, ill-built town, is the most westerly in the county of Herts, and is notorious as the scene of an atrocious occurrence which took place here in 1751. Some ignorant country people, alarmed at the mortality produced among their cattle by a contagious disorder then prevalent, attributed all the mischief to the witchcraft of John and Ruth Osborne, an old married couple of this town, and, assembling in a riotous manner, proclaimed their accusation to the public, at three neighbouring towns, on their respective market days. The following was the form of the proclamation made at Hemel Hempstead :

“ This is to give notice, that on Monday next, a man and woman are to be publicly ducked at Tring, in this county, for their crimes.”

According to this notice, these bigotted and superstitious rioters seized the unfortunate vic-

**Right.**

*Distances of Towns and Villages from this Station.*

	Miles.
Aldbury .....	3
Aston Clinton .....	5½
Cholesbury ... ..	4½
Drayton Beauchamp..	4½
Ellesborough .....	9½
Ivinghoe .....	3
Long Marston. ....	4½
Marsworth .....	2½
Mentmore .....	6½
Monks' Risborough ..	11½
Pitstone .....	2
Puttenham .....	5½

*Pitston, Green and village.*

*Ivinghoe* is a small market-town, situated near the ancient Ikenild Street: it consists of two streets in the form of a T. A market at this town was originally granted to Henry de Blois, Bishop of Winchester, in 1318; but it may almost be said to be discontinued—a circumstance which probably arises from the barrenness of the country immediately surrounding the town.

Ivinghoe church is a handsome Gothic structure, and contains some memorials of the family of Duncombe, who had a seat in this parish, called Barley-End House. On the north side of the chancel is an ancient altar tomb, upon which are the effigies of the deceased, said to have been that of a brother of King Stephen.

34  
Bridge

34½

34¾

Bridge  
over the  
Grand  
Junction

tins of their persecution, dragged them from the vestry of the church, to which, on account of its sanctity, they had fled as a place of refuge, and ducked them so severely, that the old woman, already weighed down almost to the grave by the pressure of years, expired upon the spot, and was followed in a very few days after by her aged husband. The coroner's verdict declaring that they were wilfully murdered, several of the leaders in this barbarous transaction were brought to trial, and capitally convicted.

*Cheddington*, a parish in the hundred of Cottesloe, county of Buckingham, two miles from Ivinghoe, containing about 500 inhabitants. The living is a rectory in the archdeaconry of Buckingham, and diocese of Lincoln, rated in the king's books at £15. 9. 7: the present incumbent is Mr. Sheppard.

Gravel pits, from whence the material for the embankment was taken.

*Mentmore*, a parish also in the hundred of Cottesloe, comprising the township of Mentmore and hamlet of Ledburn, containing about 200 inhabitants; it is four miles from Ivinghoe. The living is a discharged vicarage in the archdeaconry of Buckingham and diocese of Lincoln, rated in the king's books at £6. 17. 1, endowed with the sum of £200 royal bounty, and in the patronage of the Harcourt family.

The land here is frequently inundated after heavy rains.

34 $\frac{3}{4}$   
Emban.

35 $\frac{1}{8}$   
Bridge

35 $\frac{3}{4}$   
Excav.

36  
Bridge  
Emban.

36 $\frac{1}{2}$

37 $\frac{1}{2}$   
Emban.

38 $\frac{3}{8}$   
Bridge  
Emban.

38 $\frac{1}{2}$   
Bridge

38 $\frac{3}{4}$   
Bridge

Near Ivinghoe is Beirstead House, now a farm-house, said to have been the seat of Henry de Blois, Bishop of Winchester, brother of King Stephen.

About two miles from Ivinghoe, is a place called Boburn. Here is said to be the original source of the river Tame: there are two springs, which divide within ten yards of each other, one running due east and the other west.

At St. Margaret's, a populous hamlet in the parish of Ivinghoe, a Benedictine nunnery was founded by Henry de Blois, Bishop of Winchester, mentioned, about the year 1160, to the honour of St. Margaret and St. Nicholas.

*Seabrook*, a joint hamlet with Horton, in the parish of Ivinghoe, from whence it is distant one mile and a-half.

**EDDLESBOROUGH** on the Hill, a parish in the hundred of Cottesloe, comprising the chapelry of Daynell and the hamlets of Hudnall and Northall, and containing 1,500 inhabitants. The living is a discharged vicarage in the archdeaconry of Buckingham, rated in the king's books at £13. 17, endowed with £8 per annum private benefaction, and £200 royal bounty, in the patronage of the trustees of the late Earl of Bridgewater. The church is a handsome edifice, situated on a hill, which has much the appearance of an ancient fortress.

*Horton*, a hamlet in the parish of Ivinghoe, from whence it is distant two miles and a-half; it contains, with Seabrook, about 150 inhabitants.

*Ledburn*, a hamlet in the parish of Mentmore, hundred of Cottesloe, county of Buckingham, containing about 200 inhabitants; three miles from Leighton Buzzard.

# LEIGHTON BUZZARD STATION.

39 Miles.

ARRIVAL of the TRAINS from  
DENBIGH HALL.

*On Sundays.*

First Train ..... 57m. past 7  
Second Train ..... 27m. past 5

*Week Days.*

First Train ..... 27m. past 7  
Second Train ..... 57m. past 9  
Third Train ..... 27m. past 5

ARRIVAL of the TRAINS from  
LONDON.

*On Sundays.*

First Train ..... 35m. past 11  
Second Train ..... 5m. past 7

*Week Days.*

First Train ..... 5m. past 1  
Second Train ..... 5m. past 5  
Third Train ..... 5m. past 7

This is a secondary station, to which a new road has been made from the town. The principal inn is the *Swan*. A coach awaits the arrival of the seven o'clock train from London to convey passengers to Ampthill and Woburn, and leaves the former place every morning at half-past five to meet the first train up to London.

The tunnel is so much upon the curve that from one extremity the other end cannot be seen; it is only 272 yards long, and contains one shaft. Emerging from it is a deep excavation through a species of hard brown stone, with veins of iron.

## Left.

*Distances of Towns and Villages  
from this Station.*

Miles.

To Aston Abbots ..... 5½  
AYLESBURY..... 10  
Bierton ..... 8  
Cublington ..... 5½  
Dunton ..... 6½  
Granborough ..... 11½  
Grove ..... 2½  
Hardwick ..... 9  
Hartwell ..... 12  
Hogston..... 7½  
Hulcot ..... 7¾  
Mentmore..... 4  
North Marston ..... 10½  
Pitchcote ..... 9½  
Stewkley ..... 4½

## Right.

*Distances of Towns and Villages  
from this Station.*

Miles.

To Battlesden ..... 4½  
Billington ..... 2½  
Chalgrave ..... 7  
DUNSTABLE..... 8  
Eaton Bray ..... 5½  
Eddlesborough ..... 5½  
Eggington ..... 3  
Flitwick ..... 12  
Great Brickhill ..... 4½  
Heath ..... 2½  
Hockliffe ..... 4½  
Houghton Regis ..... 7  
Linslade ..... 1½  
Milton Bryant ..... 5  
Pottesgrove ..... 4½



Stone .....	12½
Whitchurch .....	8
Wing .....	2½
Wingrave .....	5½

*Aylesbury* consists of several irregularly-built streets and lanes. The County-hall is a handsome modern structure. The church is a spacious and ancient structure, built in the shape of a cross, with a low tower rising at the intersection of the nave and transept; yet from its elevated situation, when compared with the surrounding flat, is seen for many miles every way. In the church is a handsome organ: the pulpit is ornamented with curious carved work. The church-yard is very large, and disposed into several walks, planted with double rows of trees.

Many people in this town and its neighbourhood derive support from their peculiar skill in breeding and rearing ducks. For the gratification of artificial wants, they reverse the order of nature, and, by a restriction of food, and other means, prevent the ducks from laying till the months of October and November. Some weeks previous to the time they wish them to lay, the ducks are fed with stimulating provisions, and the eggs being ready, a hen is employed to sit, and frequently obliged to continue in the nest till three successive broods are hatched. When the young leave the shell, they are placed near a fire, and nursed with particular care. By these methods many ducklings are sent at Christmas to the metropolis, where they have been known to sell from 10s. to a guinea a couple.

The parish of *Aylesbury* is the largest and the most fruitful in the county.

The fertility of *Aylesbury* Vale was of such notoriety, that

Soulbury .....	2½
Stanbridge .....	3½
Stoke Hammond .....	3½
Tilsworth .....	4½
Toddington .....	7½
Totternhoe .....	6½
Westoning .....	10½

*Leighton Buzzard* is one of the most ancient market-towns in the kingdom. Near the market-place is a beautiful gothic cross, of a pentagonal form, said to have been erected 500 years; it was repaired in the year 1650. The height of the cross is thirty-eight feet: from the lowest base to the top of the vane, twenty-seven feet two inches from the top of the stonework to the basement story, and seven feet four inches from the ground, at the lowest side, and consists of five rows of steps rising from the earth. The centre pillar, which supports the arch, is eight feet two inches high, and one foot one inch and a quarter wide, on the side fronting the largest angle. The upper story is disposed into five niches, and there were formerly as many pinnacles at the corners, but one of them has been destroyed: each niche contained a statue. The first appears to have been intended to represent a bishop; another seems like the Virgin and Jesus; a third appears to be St. John the Evangelist; the others are too much mutilated to be known. Over each arch attached to the cornice, surrounding the building, there were three grotesque heads.

The parish church is a handsome gothic structure, containing several monuments. There was a fraternity, or brotherhood, in the church of *Leighton*. Some remains of their hall are still standing in Broad Street, not far from the Cross.

At a place called *Grovebury*, in this parish, there was for-

39½  
Excav.  
39½  
Tunnel

Leighton  
Bridge

41

41½

41½  
Excav.

41¾  
Bridge

42½  
Bridge

Emban.







Drayton makes mention of it in the following lines :—

“Aylesbury’s a vale that walloweth  
in her wealth,  
And (by her wholesome air continually in health)  
Is lusty, firm, and fat, and holds  
her youthful strength—”

*Wingrave* is situated about five miles from Aylesbury, containing, with the hamlet of Rowsham, 700 inhabitants; the living, a discharged vicarage, is in the patronage of the trustees of the late Earl of Bridgewater, rated in the king’s books at £9. 9s. 7d.

*Soulbury*, about 3 miles from Leighton Buzzard, contains 600 inhabitants. The living is a perpetual curacy in the archdeaconry of Buckingham and diocese of Lincoln. There are two schools, for twelve boys and twelve girls, which was endowed with land in 1723, by the Rev. John Sambee.

*Bletchley*, a small miserable village, where those disappointed in getting on from Denbigh Hall must not expect to find accommodation even for their dog. On the enclosure of the heath an allotment of twenty-five acres was assigned for the benefit of the poor, in lieu of cutting furze.

*Water Eaton*, in the parish of Bletchley, is about two miles and a half south-east from Shenley.

The manor of Water Hall, in the same parish, was held by the service of finding a man on a horse without a saddle; a bow without a string; and an arrow without a head.

42 $\frac{3}{4}$

Bridge  
43 $\frac{3}{4}$

Emban.

44

Bridge

Excav.

44 $\frac{1}{2}$

Emban.

45

Excav.

Bridge

45 $\frac{1}{4}$

Excav.

Bridge

45 $\frac{1}{2}$

Emban.

46 $\frac{1}{2}$

Gates

merly a cell of foreign monks, established here by the abbess and Cistercian nuns of Font Everard, in Normandy, to whom King Henry II. granted a manor in Leighton.

*Stoke Hammond.*

*Little Brickhill*, now an inconsiderable village, formerly a place of more consequence, and more populous than Great Brickhill, the adjoining parish, having been a market and an assize town.

*Woburn*, a small market town, forty-three miles from London. In the year 1792 Woburn was visited by Queen Elizabeth; and on the 26th August 1645, King Charles I. halted there on his route from Wales to Oxford, and slept at the house of the Earl of Bedford, who was then in the service of the Parliament.

The parish church contains several ancient monuments. The tower stands detached from the rest of the building, at the north-west corner. Adjoining the church-yard is the Free School. There is also an almshouse for twelve poor persons, both founded by the Bedford family.

An abbey of Cistercian monks was founded at Woburn in 1145.

*Woburn Abbey*, the seat of the Duke of Bedford, was almost wholly rebuilt about the middle of the last century. This extensive and magnificent building, situated in the midst of a large park, occupies four sides of a quadrangle. It has experienced many alterations and improvements, particularly during the time it was in the possession of the late Duke. The west front is of the Ionic order, with an insulated basement. The principal floor or suite of rooms on this side consists of a saloon, state bedroom, drawing and dining

*Winslow*, is a place of considerable antiquity. The market, which is held on Thursdays, was granted in 1235 to the abbot and convent of St. Alban's, to whom the manor had been given by King Offa.

The parish church, dedicated to St. Lawrence, is a spacious Gothic structure, consisting of a nave, two aisles, and a chancel, with a square tower, embattled at the west end. The windows are all small, and the mouldings ornamented with zig-zag sculpture. The principal entrance is on the west side, which is more embellished than any other part. On this side are three arches. The centre arch forms the doorway, and is supported by two pillars on each side, with square capitals, and zig-zag mouldings.

The era of the erection of this fabric is unknown. Someworkmen, who repaired the roof of the chancel, after it had been damaged by a storm a few years ago, are reported to have observed the date 1006 inscribed on a stone. This information, however, cannot be adduced upon satisfactory authority; nor would it be any proof of the time of its erection, even if found there.

The living is a discharged vicarage, endowed with £200 private, benefactions and £200 Royal bounty,—and in the patronage of the Crown.

47

Cutting

47 $\frac{1}{4}$ 

Emban.

47 $\frac{1}{2}$ 

Emban.

47 $\frac{3}{4}$ 

Emban.

rooms. The south contains the library, breakfast, Etruscan, and Duke's rooms. The east the vestibule, servants' offices, &c.; and the north the French bed-rooms, and various other chambers. The state apartments are fitted up in a style of costly magnificence. The gallery exhibits a large and most interesting collection of portraits, and many fine paintings are dispersed in other rooms.

*Fenny Stratford* had, from time immemorial, a market on Mondays, which was confirmed by charter in 1309. In 1665 this small town suffered considerably in its population by the plague, of which 139 persons died. The inns were shut up, and the roads through the town, for some time, turned in another direction. This misfortune proved fatal to the market, which has never flourished since, and has now been for many years unattended, if not wholly discontinued. There was anciently a guild or fraternity at Fenny Stratford, dedicated to St. Margaret and St. Catherine, which was founded in 1494 by Roger and John Hebbes. It consisted of an alderman, two wardens, and an indefinite number of brethren and sisters. The brotherhood house is now the *Bull Inn*. The *Swan Inn* here had the same name in 1474.

## DENBIGH-HALL STATION.

48 Miles.

TRAINS ARRIVE from  
LONDON.

*Sundays.*

First Train .....	10
Second Train .....	12
Third Train .....	30m. past 7
Fourth Train .....	11

TRAINS START from DEN-  
BIGH HALL.

*Sundays.*

First Train, Mail ....	4
Second Train .....	30m. past 7
Third Train .....	5
Fourth Train .....	30m. past 7

*Week Days.*

First Train .....	53m. past	9
Second Train .....	5m. past	12
Third Train .....	35m. past	1
Fourth Train .....	23m. past	3
Fifth Train .....	35m. past	5
Sixth Train .....	35m. past	7
Seventh Train Mail ..	53m. past	10

*Week Days.*

First Train Mail ....	4
Second Train .....	7
Third Train .....	30m. past 9
Fourth Train .....	3
Fifth Train .....	5
Sixth Train .....	6
Seventh Train .....	30m. past 7

*The following Coaches meet the Trains at Denbigh-Hall.*

“The COMMERCIAL,” Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 7 A.M. train up from Denbigh to London, and 8½ P.M. train down from London.

“The RAILWAY,”—Northampton, through Fenny Stratford, Newport Pagnell, and Stoke Goldington. Meets 9½ A.M. train up, and 3 P.M. down from London.

“The RAILWAY,”—Newport Pagnell, through Fenny Stratford. Meets 9 A.M. train up, and 5 P.M. down from London.

“The BANBURY and BUCKINGHAM,” meets 3 P.M. train up, and 1 P.M. down from London.

“The ROCKET”—Lichfield and Tamworth, through Newport Pagnell, Welford, Hinckley, Lutterworth, and Atherstone. Meets 3 P.M. train up, and 9½ A.M. train down from London.

“The LINCOLN,” through Northampton, Stamford, Kettering, Boston, and Market Deeping. Meets 7 P.M. train up, and 7½ A.M. down from London.

“The BOSTON,” through Spalding, Market Deeping, and Stamford. Meets 5 P.M. train up, and 7½ A.M. down from London.

“The TIMES”—Derby and Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 5 P.M. train up, and 10 A.M. down from London.

“The BRILLIANT,”—Sheffield, through Mansfield and Chesterfield, 7½ A.M. from London, 8 from Denbigh Hall.

The Coaches leave Denbigh Hall for Rugby, 10, 12, 3½.

Innkeepers of the neighbouring towns have post-horses in readiness at Denbigh Hall to take forward private carriages.

The following Mails and Coaches are conveyed by the Railroad on trucks attached to the trains, as far as Denbigh Hall, where they are taken off the line, and horses being attached, they proceed direct to their destinations.

*Mails.*—Carlisle, Liverpool, Manchester, Holyhead, and Lichfield: fares, inside, £2. 2; outside, £1. 1.

*Coaches.*—“Emerald,” “Greyhound,” and “Estafette:” fares, inside, £1. 15; outside, 18s.

**Left.***Towns and Villages from this Station.*

To Blechley.....	1 $\frac{3}{4}$
Loughton .....	2 $\frac{1}{2}$
Newton Longville ....	3
Shenley.....	2 $\frac{1}{2}$
Swanbourn .....	7 $\frac{1}{2}$
Whaddon.....	4 $\frac{3}{4}$
WINSLOW .....	8 $\frac{1}{2}$

*Denbigh Hall*, alias *hovel*, bears much the appearance of a race-course, where tents are in place of houses—lots of horses but not much stabling, coachmen, post-boys, post-horses, and a grand stand! Here the trains must stop, for a very particular reason—they *can't go any further*. On my arrival, I was rather surprised to find all the buildings belonging to the Railway Company of such a temporary description; but this Station will become only a secondary one when the line is opened to Wolverton. There is but one solitary public-house, once rejoicing in the name of the *Pig and Whistle*, but now dignified by the title and dignity of *Denbigh Hall Inn*, newly named by Mr. Calcraft, the brewer, who has lately bought the house. Brewers are very fond of buying up inns, to prevent, I suppose, other people supplying the public with *bad beer*, wishing to have that privilege themselves! The unexpected demands for accommodation at this now famed place, obliged the industrious landlord immediately to convert his parlour into a coffee-room, the bar into a parlour, the kitchen into a bar, the stable into a kitchen, the pig-sty into a stable, and tents into straw bed-rooms by night, and dining-rooms by day. To sum

**Right.***Towns and Villages from this Station.*

To Broughton .....	4 $\frac{3}{4}$
Bow Brickhill .....	3 $\frac{1}{2}$
Crannfield.....	8
Crawley.....	7 $\frac{1}{4}$
Drayton Parslow.....	5 $\frac{1}{4}$
Fenny Stratford.....	1 $\frac{1}{2}$
Husborne Crawley ....	6 $\frac{3}{4}$
Hulcot .....	6 $\frac{1}{4}$
Lidlington .....	10 $\frac{1}{2}$
Little Brickhill .....	3 $\frac{1}{2}$
Milton Keynes.....	3 $\frac{3}{4}$
Moulsoe .....	6 $\frac{1}{2}$
Nursley.....	5 $\frac{3}{4}$
Ridgmont.....	8 $\frac{1}{4}$
Salford.....	5 $\frac{3}{4}$
Sympson.....	1 $\frac{1}{4}$
Tottenham.....	3 $\frac{1}{4}$
Walton .....	2 $\frac{1}{2}$
Wavendon .....	3 $\frac{1}{2}$
WOBURN .....	6
Woolston, Great.....	3 $\frac{1}{2}$
———— Little.....	3 $\frac{3}{4}$

up the "*tattle of the whole*," as Mr. Hume would say, the accommodation for both man and horse is of the most commonplace description. The railroad crosses the high road from London to Stoney Stratford, and the only delay which takes place is in the transit of the passengers and luggage from the trains to the coaches and omnibuses. Great credit is due to Messrs. Chaplin and Hoare for the admirable arrangements by which such a number of passengers and luggage are so quietly transferred from *new-times-speed* to the old jog-and-trot pace; and yet the drive between Denbigh and Rugby is not to be despised, although it occupies four hours and a-quarter. Being rather a hilly road, it occasionally affords pretty views of the surrounding country.



**Coach Road from Denbigh Hall to Rugby Station,  
by Stoney Stratford, Towcester, Daventry, and  
Dunchurch.**

A quarter of an hour is allowed to get refreshment between Denbigh Hall and Rugby. Some of the coaches stop at Weedon, others at Daventry and Dunchurch. The charge at the *Globe*, at Weedon, for an excellent lunch (if you prefer, call it a dinner), consisting of hot and cold-meats, cheese, beer, &c. is only two shillings. If you are hungry, don't stand upon the *order of going*, but *go in at once*, and make the most of the time allowed.

Miles from  
Denbigh  
Hall.

5½

Cross the  
River  
Ouse

Canal

Newport Pagnell, on the road to Northampton, is situated at the junction of the Levet with the Ouse. Sir Samuel Luke, the supposed Hudibras of Butler, was the governor of this town in the year 1645. An elegant iron bridge was erected over the Levet in 1811, consisting of one arch, fifty-eight feet span. A handsome stone bridge was also built over the Ouse, about the same time. The only manufactory is lace-making. Here are three dissenting meeting-houses; one belonging to the independents, is capable of seating more than 800 persons. The inhabitants amount to 4,000.

The Ouse and the Levet divide the town into two unequal parts, and Newport Pagnell gave its name to the hundred and deanery in which it stands.

During the civil wars in the

Stoney Stratford is a long town, and is built on the Watling-street, which, entering the county near Brickhill, crosses it in a direct line. The houses are of free-stone, and extend for about a mile on each side the road. The town is divided into the two parishes of St. Giles and St. Mary Magdalen; and it has been said that there are not twenty acres of land in both parishes, more than those on which the buildings are erected. Originally it appears to have only consisted of a few inns for the accommodation of travellers; but as trade increased, a stone bridge was thrown over the Ouse, and the road being more frequented, additional houses were built for fresh residents. At this time, there cannot be less than twenty inns. How long they will remain inns after the opening



of the railroad, requires no ghost from the grave to divine, —*serves them right*—regular set of fleecers,—open your mouth, and it requires 3s. 6d. to shut it again.

At this town King Richard III., then Duke of Gloucester, accompanied by the Duke of Buckingham, seized the young King Edward V.

*Potterspury*, a village which takes its name from a manufacture of flower pots and other coarse ware.

One mile to the westward is *Wakefield Lodge*, the seat of the Duke of Grafton, pleasantly situated on a gentle eminence, sloping gradually to the margin of a large lake. The house was built for Mr. Cley-pole, Oliver Cromwell's son-in-law.

*Weedon Beck*. It is said that Wulphur, king of Mercia, had a palace here, which was afterwards converted into a convent by his daughter Werburgh.

reign of Charles I., Newport Pagnell was very early garrisoned by Prince Rupert; but on the approach of the Earl of Essex, shortly after the first battle of Newberry, in 1643, it was abandoned by the royal forces, and taken possession of for the parliament, to whom it proved a very useful post during the remainder of the war.

At the time of the Norman conquest this place was the property of William Fitzansculf, a powerful baron, ancestor of the Paganells or Pagnells, who gave their name to the town. The Pagnells had a castle at Newport, the site of which is still called the Castle Mead, but there were no remains of the building.

*Towcester*, situated on the ancient Watling-street, near the banks of the river Tove, consists of one principal street, containing several large inns; the houses are well-built; the church contains the tomb of William Sponne, who was rector in the reign of Henry VI., who founded a college and chantry for two priests, to say masses for his soul.

About one mile and a-half from Towcester is *Easton Neston*, the seat of the Earl of Pomfret. The wings were built by Sir Christopher Wren, in the year 1682; the centre, by Hawksmore, about twenty years after; but since their time it has been considerably altered. This mansion has been rendered eminent in the estimation of artists and connoisseurs, from the splendid collection of ancient marbles, pictures, &c. which formerly decorated and gave dignity to the place. The statues, &c. were presented in the year 1755 to the University of Oxford, by Henrietta Louisa, Countess of Pomfret, a lady distinguished for her literary talents.

7 $\frac{1}{4}$ 13 $\frac{1}{2}$ Cross  
River  
ToveCross  
Canal  
21 $\frac{1}{2}$





The name of Weedon Royal is modern, and has arisen from a large military depôt for arms, stores, &c., erected and formed during the late war. The military buildings, called the *Depôt*, consist of the governor's house; also barracks, with several spacious store-houses for artillery, musquets, ammunition, &c. A cut for the Grand Junction Canal is formed to communicate with the store-houses here; and by this canal the stores and troops can be readily and cheaply conveyed to almost any part of England.

At the *Globe* inn, Weedon, some of the coaches stop for refreshment; others at Daventry, and the remainder at Dunchurch. From Weedon, the road turns to the left, towards

*Braunston*, a small village on the borders of Warwickshire, where the Oxford canal joins the line of the Grand Junction. The church, which is a large handsome structure, has a fine octangular spire (150 feet in height), with crocketed angles.

*Dunchurch*, although only a village, contains many good houses, presenting the appearance of a small market-town; at the north extremity an obelisk has been erected, in the place of a cross which formerly stood here. The church is curious from presenting various styles of architecture; the doorways of the aisles are ornamented with rich mouldings. From Dunchurch to Rugby station the distance must be at least 5 miles; although most of the Itineraries state it to be but  $2\frac{1}{2}$  miles to the town of Rugby, and only half a mile from the station.

24 $\frac{1}{2}$ 

*Daventry*, a very ancient town, and certainly a place of note at the Norman conquest, contains many good houses and inns, and being the thoroughfare to Chester and the north-west country, derived its principal support from the travellers that pass through it.

Here are some remains of a priory, now inhabited by poor families. The place is easily discovered by several gothic windows, and a door accessible only by a long flight of steps. Four Cluniac monks were originally placed at Preston Capes, in this county, by Hugh de Leycester, sheriff of the county, but, finding the situation inconvenient for want of water, he built a priory here, to which place he removed them about the year 1090; it was dedicated to St. Augustine, and was subordinate to St. Mary de Caritate. This house was most richly endowed, a circumstance that did not escape the keen observation of Cardinal Wolsey, for it was one of the monasteries dissolved by the permission of Pope Clement VII. and King Henry VIII., and granted to the Cardinal for the purpose of erecting his intended new colleges of Ipswich and Christ-church in Oxford. The conventual was afterwards made the parochial church.

The steep and dangerous hill at Braunston has been avoided by a new line carried down a small valley on the north side of the old road; and the valley west of the village has been filled up, and rendered safe and commodious.

27 $\frac{1}{4}$   
Oxford  
Canal32 $\frac{1}{4}$

**RUGBY STATION.**

29 Miles from Birmingham.

**ARRIVAL of the TRAINS from BIRMINGHAM.**

<i>Sundays.</i>	
First Train .....	3 p.m.
<i>Week Days.</i>	
First Train .....	30m. past 10
Second Train .....	30m. past 1
Third Train .....	0m. past 3

**TIME of DEPARTURE of the TRAINS for BIRMINGHAM.**

<i>Sundays.</i>	
First Train .....	30m. past 2
<i>Week Days.</i>	
First Train .....	30m. past 2
Second Train .....	30m. past 4
Third Train .....	8 p.m.

There are no Road-posts between Rugby and Birmingham; but, to mark the distances, the miles, half-miles, and quarter-miles are painted on short pieces of boards stuck into the road on the *right* side, commencing at 29, and diminishing as you approach Birmingham.

<b>Left.</b>		<b>Right.</b>	
<i>Distances of Towns and Villages from this Station.</i>		<i>Distance of Towns and Villages from this Station.</i>	
	Miles.		Miles.
To Bilton .....	2	To Ashby Magna .....	11½
Birdingbury .....	7¼	Bitteswell .....	7¼
Dunchurch.....	3¼	Brinklow.....	4¼
Frankton.....	6½	Churchover .....	3½
Granborough .....	6¼	Church Lawford .....	3½
Harborough Magna....	2½	Clifton.....	2¼
Hill Moreton .....	2¾	Crick.....	6½
Kilsby .....	5¼	Gilmorton .....	9¼
Leamington Hastings ..	8	Husbands Bosworth ..	11
Marton .....	8¼	LEICESTER .....	17¼
RUGBY.....	½	Lubbenham .....	15¼
Stockton .....	9½	LUTTERWORTH .....	6¾
Wibtoft .....	8½	MARKET HARBOUROUGH	17½
Withybrook .....	7½	Misterton .....	7¼
Wolston .....	5¼	Newbold-on-Avon ....	1
Yelvertoft .....	6½	Peatling Magna.....	13¼
	29	Swinford .....	5¼
	Emban.	Welford .....	9¼



*Rugby.* In the ninth year of Queen Elizabeth, a school was founded here by Lawrence Sheriff, a grocer of London. It was originally a free grammar school, for the children of the parishioners of Rugby and Brownsoever only, but afterwards for those of other places adjoining thereto.

He directed that "a fair and convenient school-houses should be erected;" and in order to defray the expenses of this institution, and a range of almshouses on the same foundation, Lawrence Sheriff bequeathed the revenues arising from the rectory of Brownsoever, and a third part of twenty-four acres of land, situate in Lamb's Conduit-fields, London, and termed the Conduit-close.

The present trustees of Rugby school are twelve in number, by whom regular meetings are held, and in the month of August an annual examination takes place before them.

Fifteen exhibitions have been instituted, and the exhibitioners are allowed £40 per annum, to assist in their support, for seven years, in any college or hall they may choose for residence in either university. These are termed "Lawrence Sheriff's exhibitioners," and the vacancies are filled up at the annual examinations above referred to, which is attended by a member of each of the universities, Oxford and Cambridge, appointed for that purpose by their respective vice-chancellors.

Compared with the elegant mansion lately erected as a residence for the head master, his former habitation was an humble tenement; and the school-rooms were made commensurate with the limited nature of the establishment, and were built at different times, as its funds were found to improve.

28½  
Bridge

Level

28  
Emban.

27¾  
Excav.

27½  
Emban.

27  
Bridge  
Emban.

These accumulated so much, that the trustees, after a meeting, which took place in London, in May 1808, determined upon building a new edifice, and they obtained authority from the Lord Chancellor for that purpose.

The new structure is erected nearly on the same spot where the old buildings stood, at the southern extremity of the town, and it has an august and commanding appearance. It is upon a large scale, and is built of brick, but the angles, cornices, and dressings to the windows and openings are principally of Attleborough stone.

The style of architecture is that which prevailed at the period in which the school was originally founded in the reign of Queen Elizabeth. The principal front is towards the south, which extends 220 feet.

A gateway opposite the street forms the entrance to the schools, and leads to the principal court,—an area 90 feet long by 75 feet wide, with a collegiate cloister on the east, south, and west sides.

Several new buildings have been erected, to accommodate the boys as boarding-houses.

The head master is said to have as much influence and authority in the town as that possessed by the prior of a convent in ancient times, and is sometimes invested with the magisterial functions; his house is of an elegant and sumptuous character, suited to the condition of a rich and flourishing institution.

Rugby church is a plain building, dedicated to St. Andrew. The dissenters have also several places of worship.

Inns at Rugby are the *Spread Eagle* and *George*.



*Bilton.* A parish in the Rugby division of Knightlow, county of Warwick,  $1\frac{1}{2}$  mile from Rugby, containing 500 inhabitants. The living is a rectory in the archdeanery of Coventry, and diocese of Litchfield and Coventry, rated at £16. 10s. 7½d. in the King's books. There is a free school, endowed in 1783 by L. Freeman, Esq.

*Church Lawford.* A parish in the Rugby division of the hundred of Knightlow, four miles from Rugby, containing 400 inhabitants. The living, which is in the gift of Lord Montague, is a rectory, rated in the King's books at £11. 15s. 5d. The church is dedicated to St. Peter.

New house, to be *let, unfurnished*—perfectly so, within and without!

The land on each side frequently inundated.

*Wolstone Heath.*

Close to the railroad are the ruins of *Brandon Castle*.

The house having the appearance of a gentleman's seat is *Brandon Academy*.

White building—a silk-manufactory.

The winding of the Avon presents a pretty object.

26 $\frac{7}{8}$   
Bridge  
Excav.

26 $\frac{1}{2}$   
Emban.

26  
25 $\frac{3}{4}$   
Bridge  
Excav.

25 $\frac{1}{2}$   
Excav.

25  
Bridge  
Emban.

24 $\frac{1}{2}$   
Bridge

23 $\frac{3}{4}$   
Emban.

23 $\frac{1}{2}$

Bridge  
Emban.

22 $\frac{1}{2}$   
Excav.

22 $\frac{1}{4}$   
Bridge

*Newbold-upon-Avon.* A parish in the Rugby division. The living is a vicarage in the archdeaconry of Coventry. The rivers Avon and Swift run through the parish, in which are extensive lime-works.

*Binklow* lies some distance from the line. Formerly a castle stood here belonging to the family of Mowbray, and subsequently to that of De Stuteville: to a member of the latter family, King John granted the permission to hold a weekly market — long discontinued. The *Oxford Canal* crosses the parish, and in its course through it is twice intersected by the Roman fosse-way, on the line of which there are some traces of an encampment.

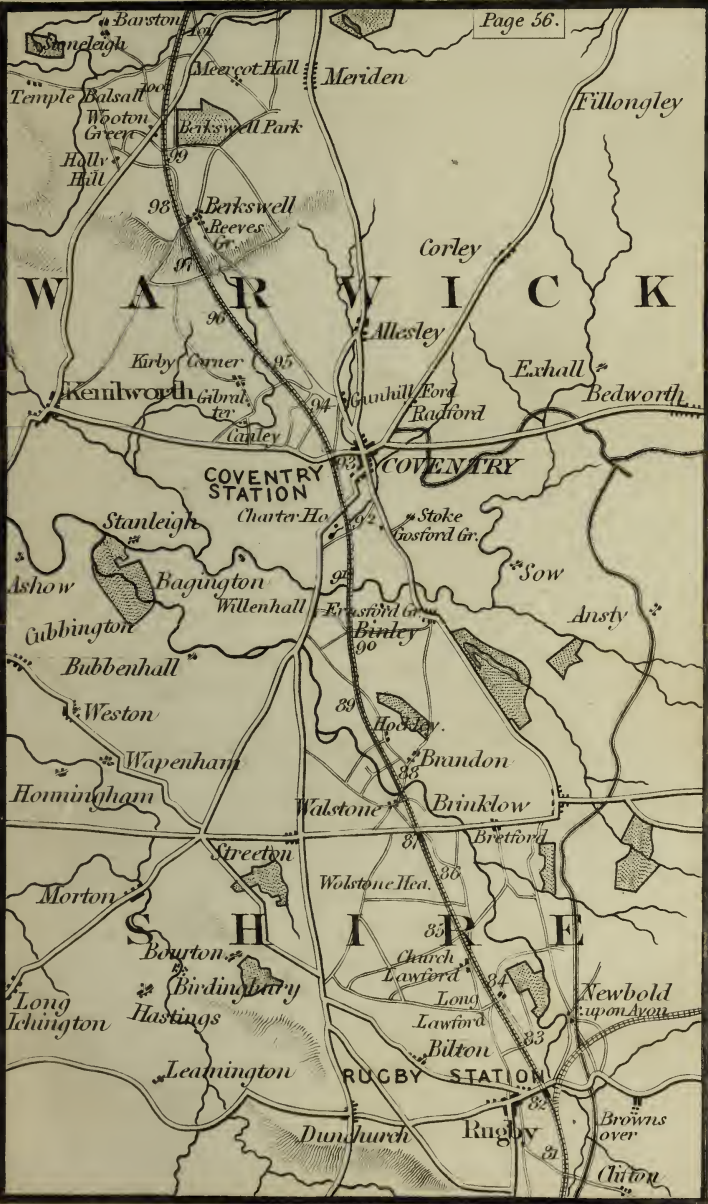
Mill.

The residence of Mrs. Herne.

*Brandon*, a hamlet in that part of the parish of Wolstone which is in the Kirby division of the hundred of Knightlow, six miles from Coventry.

Bridge of fifteen arches across the Avon.

*Binley*, a parish in the Kirby division of the Hundred of





*Wolstone*,  $5\frac{1}{2}$  miles from Coventry, contains, with the hamlets of Brandon, Bretsford, and Marstone, 1,000 inhabitants. The living is a vicarage, in the diocese of Litchfield and Coventry. The church, which is a large cruciform structure, is dedicated to St. Margaret. An alien priory was founded here soon after the Conquest, which, at its suppression, was attached to the Carthusian priory at Coventry.

*Willenhall* contains about 120 inhabitants, is  $2\frac{3}{4}$  miles from Coventry, and forms part of the parish of the Holy Trinity, city of Coventry.

*Baginton*. Here was anciently a castle, in which the Duke of Hereford, afterwards Henry IV., lodged, previously to the day appointed for the combat between him and the Duke of Norfolk, in the reign of Richard II.

22 $\frac{1}{8}$   
Bridge  
Excav.

22  
Bridge  
Excav.

21 $\frac{1}{4}$   
Bridge

21  
Bridge

20 $\frac{3}{4}$   
Emban.

Knighthlow,  $2\frac{1}{2}$  miles from Coventry, containing 200 inhabitants.

The *Avon*, which is crossed at the 23-mile-post, enters this county at Bensford-bridge, and adding great beauty to the delightful territory of Warwick Castle, as it flows beneath the cliff on which those lofty towers, projecting before the town and church of Warwick, are situated, glides through a charming country to the celebrated spot of Stratford-on-Avon, the birth-place of our immortal bard.

Here the first view of Coventry steeple is obtained.

The sides of the embankments from here nearly to Birmingham are planted with small trees.

## COVENTRY STATION.

18 $\frac{1}{4}$  Miles from Birmingham.

ARRIVAL of the TRAINS from  
BIRMINGHAM.

*Sundays.*

First Train ..... 20m. past 2

*Week Days.*

First Train ..... 50m. past 9

Second Train ..... 50m. past 12

Third Train ..... 20m. past 2

ARRIVAL of the TRAINS from  
RUGBY.

*Sundays.*

First Train ..... 3 p.m.

*Week Days.*

First Train ..... 3 p.m.

Second Train ..... 5 p.m.

Third Train ..... 30m. past 8

Omnibuses attend the arrival of the Trains from the  
*Craven Arms* and *King's Head Arms*.

**Left.**

*Distances of Towns and Villages  
from this Station.*

Miles.

To Ashow ..... 5 $\frac{1}{2}$

Baginton ..... 2 $\frac{1}{2}$

Claverdon ..... 12 $\frac{1}{2}$

Cubbington ..... 6 $\frac{1}{2}$

HENLY-IN-ARDEN .... 14 $\frac{1}{2}$

18  
Bridge  
Excav.

17 $\frac{3}{4}$   
Emban.

**Right.**

*Distances of Towns and Villages  
from this Station.*

Miles.

To Allesley ..... 2 $\frac{1}{2}$

ATHERSTONE ..... 14

Bedworth ..... 5 $\frac{1}{2}$

Bulkington ..... 6 $\frac{1}{2}$

Barbach ..... 12 $\frac{1}{2}$

To Honily .....	7	17½	To Chilvers Coton.....	8¼
KENILWORTH .....	4¼	Bridge	COLESHILL .....	12
Knowle .....	10¾		Corley.....	4¾
LEAMINGTON PRIORS..	8	Excav.	Fillongley .....	6½
Leek Wootton .....	7		Foleshill .....	2¾
Offchurch .....	8¾	16⅞	HINCKLEY .....	13¼
Packwood .....	12½		Maxtoke .....	9½
Radford Semile.....	10	Bridge	Meriden.....	6
Rowington.....	10½		NUNEATON .....	8¾
Stretton .....	6½	16¾	Over Whitacre .....	9½
Stoneleigh .....	3½	Emban.	Packington, Great ....	7¾
Temple Balsall.....	9		Little ....	9
Wapenbury .....	6¾		Stoke .....	1¾
WARWICK .....	9¾		Wolvey .....	9
Weston .....	6¾			

*Hotels.*—The Craven Arms, King's Head, Castle, and City Hotel: the latter is a reasonable and comfortable small house.

#### *Coaches from Coventry.*

To Leamington and Warwick, through Kenilworth, morning, 7, 9, and 11; afternoon, 3, 4, and ½ past 6.

To Leicester, through Bedworth, Nuneaton, and Huncckley, ¼ before 10 every morning; ½ past 2 and 5 evening (Sunday excepted).

To Cheltenham, every day (Sunday excepted), mornings, 7 and 11.

To Stratford-on-Avon, every day except Sunday, morning, 7 and 11; afternoon 3.—To Atherstone, afternoon, 5, every day except Sunday.

#### **Coventry.**

A pleasantly situated city; the streets in general are narrow, and composed of very ancient buildings. Before the cathedral was taken down, Coventry possessed a matchless group of churches, all standing within one cemetery. St. Michael's, at present, is a specimen of the most beautiful steeple in Europe: a tower enriched with saintly figures on the sides, an octagon rising out of it, and that lengthened into a most beautiful spire.

The religious public edifices of Coventry are truly worthy of attention. The churches are three in number; that of St. Michael is a beautiful specimen of the Gothic, or English, style. The first building



on this spot, dedicated to this saint, stood in the reign of King Stephen, when Ralph, Earl of Chester, rendered it to the monks of Coventry, and it was then called the chapel of Saint Michael. In the 44th of Henry III. the church here was regularly appropriated to the prior and monks. The most ancient part of this fine structure is the steeple, begun in 1373, and finished in 1395. It was built at the charge of William and Adam Botoner, several times mayors of Coventry. An elevation more delicate in symmetry, more chastely ornamented, or more striking in general character, was, perhaps, never designed by the greatest school of builders. It commences in a square tower, no portion of which remains blank, though no superfluous ornament can be perceived. The windows are well-proportioned, and the buttresses eminently light. The figures of saints are introduced in various niches, and each division is enriched with a bold, but not redundant, spread of embroidery work and embossed carving. The tower is one-hundred and thirty-six feet three inches in height; and on it stands an octagonal prism, thirty-two feet six inches high, supported by eight springing arches of graceful and easy character. The octagon is surmounted by a battlement from within, which proceeds to a spire one-hundred and thirty feet nine inches in height, adorned with fluting, and embossed so as to resemble pilasters. The beauties of this steeple are so evident to the common eye, that nothing else is wanting to impress them on the attention. It is therefore not



astonishing that Sir Christopher Wren pronounced this structure a master-piece of building.

The body of St. Michael's church is supposed to have been erected in the time of Henry VI., and mostly in the early part of his reign : in his latter years he once attended religious service here. The interior consists of a body and two side-aisles, divided by lofty arches, with clustered pillars. The windows of the upper story, running along the whole of the sides, are ornamented with ancient painted glass, expressive of various religious subjects. The ceiling is of oak, ribbed and carved. On each side of the nave is a gallery, with a good organ. The steeple contains a melodious peal of bells, which were put up in 1429, but it was thought proper, in 1794, to construct a frame-work within the tower; and, in 1807, the whole were hung afresh, upon an improved plan, at which time the tenor, weighing upwards of thirty-two hundred, was re-cast.

Trinity church being situated so near as it is to St. Michael's, loses much in estimation as a structure, from the comparison inevitably forced on the spectator's mind. This building approaches to the cruciform character; and from the centre rises a square tower, out of which a lofty spire directly issues. The original spire was blown down in the year 1664, and re-built in 1667. The entire height from the ground is two-hundred and thirty-seven feet. The faces of the tower have been highly worked, though with much less delicacy than that of St. Michael's. The

east end of Trinity church was taken down in 1786, and rebuilt as nearly as possible in its original manner.

Coventry is divided into wards, and is governed by a mayor, aldermen, and common-council-men. The mayor and aldermen are justices of the peace for the city and county. In 1683, the city charter was renewed with various alterations. There are four annual fairs; the most important of these was granted by Henry III., and, according to the charter, is permitted to continue eight days. The procession connected with this fair is founded upon the fantastical story of Lady Godiva. Respecting the origin of this fair, it has been observed: "That there was a convent here in early times, appears from the testimony of John Rous, and of Leland, who says it was founded by King Canute; and that when the traitor Edric ravished this country, in 1016, he burnt the nunnery of this city, of which a holy virgin, St. Osburgh, had been abbess. On its ruins, Leofric, fifth Earl of Mercia, and his countess, Godiva, founded a monastery for an abbot and twenty-four Benedictine monks, dedicated to the Virgin Mary, St. Peter, and St. Osburgh.

"Leofric and his lady both died about the latter end of the reign of Edward the Confessor, and were buried in the church of the abbey they had founded. The former seems to have been the first lord of this city, and the latter its greatest benefactor; as will appear from the following tradition, which has given rise to the above-mentioned procession, and which is not

only firmly believed at Coventry, but is recorded by many of our historians.

“The earl had granted the convent and city many valuable privileges; but the inhabitants having offended him, he imposed on them very heavy taxes; for the great lords, to whom the towns belonged under the Anglo-Saxons, had that privilege. The people complained grievously of the severity of the taxes, and applied to Godiva, the earl’s lady, a person of great piety and virtue, to intercede in their favour. She willingly complied with their request; but the earl remained inexorable. He, however, told his lady, that were she to ride naked through the streets of the city, he would remit the tax; meaning that no persuasion whatever should prevail with him; for it is not to be supposed that he could imagine that his lady, who was remarkable for her modesty, would condescend to expose herself in so singular and indecent a manner to the populace. The lady, however, sensibly touched by the distress of the city, generously resolved to relieve it, even on the terms proposed; and being happy in fine flowing locks, rode decently covered to her very feet with her lovely tresses.”

In the neighbourhood of Coventry, on the south-east, stood a monastery belonging to the Carthusians, of which William, Lord Zouch, of Harringworth, was the founder; and, in 1385, Richard II. honoured it by becoming its titular founder. The remains of this structure are trifling, but a commodious dwelling-house has been raised on its site, which is called the

Charter House. In the garden are many small doors that were formerly entrances to the cells.

Two parliaments have been held in this city, in the great chamber of the priory. The first, in the year 1404, by Henry IV., was styled *Parliamentum Indoctorum*, from its inveteracy against the clergy, whose revenues it was determined not to spare, whence also it was called the Laymen's Parliament. The other was held in the chapter-house of the priory, in the year 1459, by Henry VI., and was called *Parliamentum Diabolicum*, by reason of the number of attainders passed against Richard Duke of York and his adherents. This city sends two members to Parliament.

Travellers in their walks through the city are sometimes shewn a chamber in Gosford-street, noted for the melancholy end of Mary Clues, who was almost consumed by fire in February 1772. In consequence of her excessive drinking, she had been confined to her bed a considerable time. The evening previous to the accident, she was left with a rushlight on the chair by the head of the bed. The next morning a great smoke was perceived in the room. On bursting the door open, some flames appeared that were easily extinguished. The remains of the woman lay on the floor, but the furniture of the room was only slightly damaged, the bed superficially burnt. Her body is supposed to have become as inflammable as a lamp, and that falling out of bed she took fire by the candle, as her bones appeared to be entirely calcined.

**STRATFORD-ON-AVON.**

It may not be uninteresting to insert an account of this handsome and well-built town.

It is approached by a fine stone bridge thrown over the river Avon, 376 yards in length. A stone pillar, placed on the third pier from the east end, bears this inscription, "Sir Hugh Clopton, knight, Lord Mayor of London, built this bridge at his own proper expense, in the reign of Henry y<sup>e</sup> Seventh."

The town of Stratford consists of twelve principal streets, and presents a cheerful, though not a busy, aspect. It is well paved and extremely clean. The different fires that occurred towards the close of the sixteenth, and early in the seventeenth centuries, have destroyed much of its ancient simplicity of domestic character. There are, however, some specimens remaining of houses, which must have been constructed anterior to Shakspeare's time. The buildings of later erection are, in general, neat and commodious, and many handsome and capacious dwellings occur in various parts of the town.

*New Place*, the residence of Shakspeare when he had attained comparative affluence, according to Mr. Wheeler's History of Stratford, was originally erected by Sir Hugh Clopton, knight, in the time of Henry VII., and being then called *The Great House*, was probably the largest in the town. The property afterwards passed to the Underhall family, and from them it was purchased by Shakspeare, in 1597, who having



repaired and modelled it to his own mind, changed the name to that of New Place, which, in 1753, came to the Rev. Francis Gastrell, vicar of Frodsham, in Cheshire; who having an aversion to any inquiries after the remains of Shakspeare, made the celebrated mulberry-tree, planted by the hand of that great poet, the first object of his vengeance. Being then remarkably large, and at its full growth, he not only ordered it to be cut down, but to be cleft in pieces for firewood. This occurred in the year 1756; but the greater part of the wood being purchased by Mr. Thomas Sharp, of Stratford, he turned it to considerable advantage by converting every fragment into small boxes, goblets, &c. Nor did the buildings of New Place long escape the destroying hand of Mr. Gastrell; for, as he was compelled to pay the monthly assessments for the maintenance of the poor, because he resided part of the year at Lichfield, though his servants remained at Stratford, he declared that house should never be assessed again, and in 1759 he razed the building to the ground, disposed of the materials, and left Stratford, amidst the rage and curses of its inhabitants. The site of New Place being afterwards added to the garden adjoining, it was sold in 1775 by Mr. Gastrell's widow.

The public buildings in Stratford are of a highly respectable class. The church, a spacious and venerable structure, is dedicated to the Holy Trinity. It is built cathedral-wise, and surmounted by a square tower, rather low. An octagonal spire of stone has

taken place of one of wood, and the different parts of the church have been built at various periods, though mostly in the fourteenth and fifteenth centuries. The approach to this structure is through a long avenue of lime-trees, the foliage of which is so intermingled in summer as to produce a solemn, but yet a grateful shade. The church, standing on the margin of the Avon, is embosomed in lofty and "time-honoured" elms. The interior is divided into a nave, two aisles, a transept, and a chancel; the nave is formed by six hexagonal pillars, supporting pointed arches. Over a gothic door-way, forming an entrance on the west, are three niches, formerly containing statues, above which is a fine window, nearly the width of the nave. At the eastern termination, where two altars formerly stood, is now placed a good organ. The south side was rebuilt in the beginning of the fourteenth century, by John de Stratford, Bishop of Winchester, and at the east end he founded a chapel dedicated to Thomas à Becket. The east end of the north aisle contained a chapel dedicated to the Holy Virgin, now entirely occupied by the monuments of the Clopton family. The chancel, a fine building, was erected by Dr. Thomas Balsall, warden of the college of Stratford, in the fifteenth century. The five large uniform windows on each side were formerly ornamented with painted glass. There are several recesses in the walls, and round the western end is a range of stalls, with their lower parts carved in a curious and very grotesque manner. The monuments and inscriptions are





numerous. All that is earthly of the incomparable Shakspeare lies on the north side of the chancel, beneath a stone which has this inscription :

“ Good Friend for Jesus Sake Forbeare,  
To Digg the Dust Enclosed Heare ;  
Bless be ye Man yt Spares Thes Stones,  
And Curst be He yt Moves my Bones.

About five feet from the floor, on the north wall, is the monument; as inarched between two corinthian columns of black marble, with gilded bases and capitals, is placed the half-length effigies of Shakspeare, with a cushion before him, a pen in his right hand, and his left resting on a scroll. Above the entablature are his armorial bearings, the Arden arms and crest; the tilting-spear point upwards, and the falcon, supporting a spear, for the crest. Over the arms, at the pinnacle of the monument, is a death's head; and on each side is a boy figure in a sitting attitude, one holding a spade, and the other, whose eyes are closed, bearing with the left hand an inverted torch, and resting the right upon a chapless scull. The effigies of Shakspeare was originally coloured so as to resemble life, and the appearance, before touched by innovation, is thus described : “ The eyes were of a light hazel, and the hair and beard auburn. The dress consisted of a scarlet doublet, over which was a loose black gown without sleeves. The lower part of the cushion before him was of a crimson colour, and the upper part green, with gilt tassels” In the year 1741, this monument was repaired, at the instance of



a travelling company of players, who raised money for that purpose by performing in Stratford the play of 'Othello.' In this repair, the colours originally bestowed on the effigies were carefully restored by a limner, residing in the town; but in 1793, the bust and figures above it were painted white at the request of Mr. Malone.

Beneath the bust are the following lines, probably by Ben Jonson:—

JUDICIO PYLIUM, GENIO SOCRATEM, ARTE MARONEM  
TERRA TEGIT, POPULUS MÆRET, OLUMPUS HABET.

Stay Passenger, Why Goest Thou By So Fast  
Read If Thou Canst, Whom Envious Death hath Plast  
Within This Monument, Shakespeare With Whome  
Quick Nature Dide; Whose Workes Doth Deck ys Tombe,  
Far More Then Cost; Sieh All yt He Hath Writt,  
Leaves Living Art, but Page to Serve His Witt.

Obiit Ano Doi., 1616, Ætatus 53, Die 23 Ap.

The bust was evidently executed by a sculptor of some taste and skill, and is certainly an estimable relic, as we are fairly warranted in supposing that it was approved on the score of resemblance by those relatives familiar with Shakepeare's person, under whose direction the monument was erected. The eyebrows are strongly marked; the forehead unusually high; the head nearly bald; and the face evincing an habitual composure. The remains of the wife of Shakspeare, who died in August 1623, at the age of 67, lie between the grave of her husband and the north wall of the chancel. On a brass plate which expresses her age, &c. are written some pious Latin

verses, probably by her son-in-law, Dr. Hall. Two other flat stones denote the place of the interment of Shakspeare's beloved daughter, Susanna, and her husband John Hall, the physician. A copy of some English verses, formerly upon Mrs. Hall's tomb, are preserved in Dugdale; but these were many years since purposely obliterated to make room for another inscription on the same stone for Richard Watts, no relation to the Shakspeare family.

The crypt, or charnel-house, formerly attached to Stratford church, was an object of much curiosity, and was not demolished till the year 1800. Here was a vast assemblage of human bones, probably the collection of several ages, though it is supposed the custom was discontinued at the Reformation, as no addition had been made to them in the memory of the oldest inhabitant living in the last century.

The guild of the Holy Cross was founded at Stratford at a very early period, but the exact time is not known. The possessions of the fraternity remained in the crown till the seventh of Edward VI., and the chapel belonging to them is a considerable ornament to the town. In 1804, when this chapel was repaired, it was accidentally discovered that the interior face of the walls had been embellished with fresco-paintings, and some accumulated coats of white-wash were dexterously removed; however, the execution of these paintings was much too good for the trite subjects of popes and emperors, priests and purgatory dragons,

and devils, with reprobates, &c., hastening to the infernal regions.

The Guildhall, on the south of the chapel, is supposed to have been built by Robert de Stratford, towards the end of the thirteenth century. The lower part is now used for public business, and the upper as a grammar-school, founded in the reign of Henry VI. by an ecclesiastic, named Jolepe. Contiguous to the Guildhall are alms-houses, where twelve poor men, and as many women, receive five shillings each per week, besides apparel, &c.

The Town Hall is a fine structure of the Tuscan order, erected in 1768. On the west front are placed the arms of the corporation, and in a niche, at the north end, is a good picture of Shakspeare, painted by Gainsborough, and presented for the purpose by Garrick; and on a scroll are some lines from ‘Hamlet:’—

“ Take him for all in all,  
We ne’er shall look upon his like again.”

Another inscription records the rebuilding of this edifice in 1768, by the corporation and the inhabitants, &c. The chief room of this building is sixty feet long by thirty, and is adorned by the portraits of Shakspeare, Garrick, and John Frederic, late Duke of Dorset.

If ever any author merited the celebration of a periodical festival, Shakspeare certainly called for that distinguished honour. Many persons of high rank and approved taste had admired; many excel-

lent critics and commentators on this divine bard had exerted their talents in the illustration of his text, and bestowed upon his writings a profusion of just panegyric ; but the idea of a jubilee, or grand festival to his honour, was reserved to David Garrick.

This judicious and well-timed compliment gave rise to the Jubilee of Shakspeare. In September, 1769, an amphitheatre was erected at Stratford, upon the plan of Ranelagh, decorated with various devices. Transparencies were invented for the town-house, through which the poet's most striking characters were seen. A small old house, where Shakspeare was born, was covered over with a curious emblematical transparency; the subject was the sun struggling through clouds to enlighten the world, a figurative representation of the fate and fortunes of the much-beloved bard. The Jubilee lasted three days, during which time, entertainments of oratorios, concerts, pageants, fire-works, &c. were presented to a very brilliant and numerous company, assembled from all parts of the kingdom. Many persons of the highest quality and rank of both sexes, some of the most celebrated beauties of the age, and men distinguished for their genius and love of the elegant arts, thought themselves happy to fill the grand chorus of this high festival.

*Warwick* is a delightfully-situated, clean, and populous borough and market-town, containing about 10,000 inhabitants. Historians agree that it was a considerable town prior to the Roman invasion. The Romans, to secure their conquests in this part of the country, erected several fortresses on the banks of the Avon: *Warwick Castle* is supposed to be one. The present town is comparatively modern, as, after the fire which occurred in 1694, and nearly destroyed the town, it was rebuilt with more magnificence, and the freestone for the superstructure was dug from the quarries of the rock on which it was founded. The streets, which are spacious and regular, all meet in the centre of the town, which is served with water by pipes, from springs half-a-mile off.

Though populous, the town of *Warwick* has but two parish-churches; it had formerly six, and as many monasteries. The hospital of *St. Michael*, founded by *Roger, Earl of Warwick*, the latter end of the reign of *Henry I.*, still exists. In the north-east suburb was the hospital of *St. John the Baptist*, founded by *William, Earl of Warwick*, in the reign of *Henry II.*, chiefly for the entertainment of strangers and travellers.

Here is a handsome town-hall, of free-stone, supported by pillars, in which are held the assizes and quarter-sessions; also three charity schools, an hospital for twelve decayed gentlemen, another for eight poor women, and two others for unfortunate tradesmen.

*Warwick Castle* stands on the northern bank of the river *Avon*. The æra of its first erection is doubtful; neither are the founders better ascertained,

16 $\frac{5}{8}$   
Gates  
Excav.

16 $\frac{1}{2}$   
Emban.

15 $\frac{3}{4}$   
Gates

15 $\frac{1}{4}$   
Gates

14 $\frac{3}{4}$   
Bridge

14 $\frac{1}{4}$   
Excav.

14  
Bridge

13 $\frac{3}{4}$   
Tunnel  
Bridge

13 $\frac{1}{8}$   
Bridge  
Excav.

13  
Emban.

12 $\frac{7}{8}$   
Gates

some attributing it to the Romans, others to *Kimbeline*, the British king; and *Dugdale* ascribes it to *Ethelstede*, or *Ethelfleda*, daughter of *King Alfred*. The castle belonged to the Crown in the time of *King Edward the Confessor*, as a special strong-hold for the defence of the midland parts of the kingdom. Some remains of this ancient work were visible in *Dugdale's* time: the mount is still to be seen on the west side of the present castle. At the conquest, *William* employed *Turkill de Warwick* to enlarge and fortify it; for which purpose four houses, belonging to the monks of *Coventry*, were destroyed; but, on its completion, he entrusted it to the custody of *Henry de Newburgh*, his countryman, whom he created *Earl of Warwick*.

In the time of *Henry III.*, the castle was deemed of such importance, that the king's precept was sent to the *Archbishop of York*, and *William de Cantalupe*, for requiring good security of *Margery*, sister and heir of *Thomas, Earl of Warwick*, that she should not take to husband any person whatsoever in whom the king could not repose trust as in his own self. The chief reason alleged was, the strength of the castle, and its vicinity to the marshes.

The rock on which this castle stands is forty feet higher than the *Avon*; but on the north side it is even with the town. From the terrace there is a beautiful prospect. The rooms are adorned with many original paintings by *Vandyke*; and there is one apartment not inferior to any in the royal palaces. Across the river, near the castle-bridge, is a stone-work dam, where the water falls over it as a cascade, under the castle walls.



*Kenilworth Castle* was granted to Robert Dudley, Earl of Leicester, by Queen Elizabeth. This nobleman expended upon it upwards of £60,000 in improvements. When the whole was completed, the Queen spent here seventeen days, and was entertained with great cost, and a variety of shows.

Farm-house.

*Stoneleigh* is 3½ miles from Kenilworth. In the neighbourhood is *Stoneleigh Abbey*, originally founded by Henry II., in the year 1154, for Cistercian monks, which was so rich that at the dissolution it was valued at £128. 2. 5. Its situation—on an extensive plain, rising gently from the Avon—is peculiarly beautiful. Of the ancient building, the remains are formed into domestic offices belonging to the modern “Hall,” erected by the family of Leigh.

*Barston-on-the-hill* contains about 350 inhabitants. The living is a perpetual curacy in the gift of the rector of Berkswell. It is 4½ miles from Warwick.

Bridge across the Bligh river. By the side of this splendid modern erection, will be perceived an *ancient* bridge. The contrast between *old* and *new times* is no where more evident between London and Birmingham.

*Hampton-in-Arden*, on the hill, contains, with the villages of Balsal, Knowle, Kinwalsey, and Nuthurst, near 3,000 inhabitants. The church formerly had a lofty spire, which was destroyed by fire in 1643. Henry III. granted a charter for a fair

12<sup>5</sup>/<sub>8</sub>  
Bridge  
Excav.

12<sup>3</sup>/<sub>8</sub>  
Bridge  
Excav.

12

11<sup>7</sup>/<sub>8</sub>  
Bridge

11½  
Bridge

11  
Emban.

10½  
Bridge

10¼  
Bridge  
Emban.

9¾

*Berkswell*, a parish in the Solihull division of the Hundred of Hemlingford, county of Warwick, six miles from Coventry. This living is a rectory; patron, Sir Eardly Wilmot. There is an endowment of £75 a-year for the support of a school, and other charitable purposes.

On the right (out of sight), *Berkswell Court*, the seat of Sir Eardly Wilmot.

*Meriden*, a village containing 1,000 inhabitants. The church (the patronage of which is in the Earl of Aylesford) has been enlarged by a grant from the Society for Building and Enlarging Churches and Chapels. It lies six miles W.N.W. from Coventry.

*Coleshill*, a market-town, pleasantly situated on a hill. The spire of the church, which was formerly fifteen feet higher, may be seen from many parts of the line; but the best view of the town is obtained from the 5½ mile post. It consists of one long street, and was possessed by Edward the Confessor, and afterwards by the Conqueror. It fell, either in his reign or that of William Rufus, into the hands of the Clintons, in whom it continued till the year 1353, when it passed to Sir John de Mountfort, by virtue of his

and market, long discontinued. The *Birmingham and Warwick Canal* passes through the parish. The living is a vicarage in the patronage of the Master and Brethren of Leicester Hospital, in Warwick. The white house near the church "*belongs to the parson, in course,*" as a bumkin smartly answered to my inquiry.

Formerly, a castle stood here; the entrenchments are still visible.

*Bickenhill Church*, a parish in Solihull division of the hundred of Hemlingford, contains, with Lyndon and Marston quarters, 700 inhabitants. The living is a discharged vicarage, in the arch-deaconry of coventry and diocese of Litchfield, in the patronage of the Earl of Aylesford. The church is dedicated to St. Peter.

*Solihull*, a market town on the high road from Warwick to Birmingham, containing about 3,000 inhabitants. The church, which is considered a handsome building, is of the cruciform style, with an embattled tower, and octagonal spire from the intersection; the mouldings and corbels in the interior are very elegant, and there are some fine specimens of screen-work.

Bridge across the high road from Coventry to Birmingham.

*Elmdon*, the living of which is a discharged rectory in the archdeaconry of Coventry and

marriage with Joan, daughter of Sir John Clinton. The Mountforts held it till the reign of Henry VII., upon the cruel attainder and execution of Sir Simon Mountfort, for sending £30 by his younger son, Henry, to Perkin Warbeck, on supposition that Perkin was the real son of his former master, Edward IV. This brought ruin on himself and family. He was tried at Guildhall, in the year 1494, and condemned to be drawn through the city, and hanged and quartered at Tyburn. His manor of Coleshill was immediately bestowed on Simon Digby, deputy-constable of the castle, who brought the unfortunate gentleman to the bar.

In the church, which is an old structure, are numbers of fine tombs. Among others, that of the above-mentioned Simon and his spouse Alice, who lie under a tomb erected by himself. He died in the year 1519.

The figure of Simon Digby is in armour, with lank hair, and bare-headed. His grandson John, and great-grandson George, are represented in the same manner, with their wives. The first died in 1558, the last in 1586. These are of alabaster, and painted.

The vicarage is in the gift of Lord Digby. The spire was struck with lightning in the year 1550, when the inhabitants sold one of the bells towards the expense of the repairs.

Coleshill contains, with two neighbouring villages, not more than 600 inhabitants. The living is a discharged vicarage; patron, the Earl of Aylesford.

*Maxtoke*, formerly noted on account of its priory, founded in the reign of Edward III. for Augustine monks. Part of this abbey is still standing, from which it appears to have been

9½  
Bridge  
Excav.

9¾  
Bridge

9¼  
Nearly  
Level

9  
Emban.

8⅛  
Bridge

7¾  
Bridge

diocese of Litchfield and Coventry, in the gift of the Spooner family. The tower to the church was put up at the expense of A. Spooner, Esq., in 1781, at an expense of £3,000. The water to supply the village is forced up by a self-acting engine.

*Marston Green*, a village divided against itself, the railroad having cut through it.

Take care of your hats !

*Sheldon*, a village in the hundred of Hemlingford, contains 500 inhabitants. The living, a rectory, in the gift of the Earl of Digby, is rated in the king's books at £8.10s.10d. The church is principally in the decorative style, with a modern tower. It is one mile from the boundary of the counties of Worcestershire and Warwickshire.

*Yardley* is in the county of Worcestershire,  $4\frac{1}{2}$  miles from Birmingham, containing 2,500 inhabitants. The church exhibits various specimens of architecture, with a fine tower and spire, which may be seen at a great distance. The incorporated Society for the Enlargement of Churches and Chapels have lately granted £100 for that purpose. The poor of the parish are well provided for by various bequests. It was originally the intention to have carried the railroad through or near this village, but the landowners wanted such long measure for their *yard*, that the directors were obliged to make the great curve which is at this spot.

$7\frac{1}{4}$   
Excav.

7  
Bridge  
Emban.

$6\frac{3}{4}$   
Emban.

$6\frac{1}{4}$   
Bridge

6  
Gates

$5\frac{3}{4}$   
Emban.

$5\frac{1}{2}$   
Emban.

$4\frac{3}{8}$   
Bridge  
Excav.

$3\frac{3}{4}$   
Bridge  
 $3\frac{5}{8}$

Bridge  
 $3\frac{1}{4}$

Gates  
3

Emban.  
 $2\frac{7}{8}$

Bridge  
Last

Bridge  
 $1\frac{1}{4}$

Emban.

originally a stately and magnificent structure.

About a mile from this priory, one of the earls of Huntingdon built a strong castle, as a seat for himself and his successors, but it afterwards fell into other hands. The whole of this stately building is still standing, it having been repaired at different times, and is one of the best preserved ancient edifices in the kingdom.

About four miles to the north-west of Coleshill is *Castle-Bromwich*, the seat of the Earl of Bradford, which takes its name from an ancient castle, the site of which is only known from tradition.

Three miles from Coleshill is *Packington-Hall*, the seat of the Earl of Aylesford. The manor anciently belonged to the priory of Kenilworth, being granted to it by Geoffrey de Clinton, lord-chamberlain to Henry II. By the marriage of Mary, daughter and heiress of Sir Clement Fisher, Bart., with Heneage, second earl of Aylesford, the place was transferred to the late family.

*Leigh Hall.*

*Stetchford village.*

View of BIRMINGHAM.

*Vauxhall Station*, for Grand Junction Railway.

### **Birmingham.**

In the approach to this celebrated town, (the third for population and extent in England,) the upper part appears to be seated on the side of a hill, in a kind of peninsula, bordered by parts of the counties of Stafford and Worcester. The buildings of Birmingham, like those of most English towns, not formed in dependance upon a castellated defence, were originally placed in a low and watery situation. The chief street of the ancient town is that termed Digbeth, where there are some excellent springs. At the restoration of Charles II., the town of Birmingham consisted of about fifteen streets, not all finished, and about 900 houses. The increase of buildings since then has exceeded the expectations of the most sanguine: the town no longer crouches in humility of site, but boldly solicits the ingress of the winds from each point of the compass. Modern Birmingham, nearly of an oval form, is approached on every side by an ascent, except from the north-west; and as scarcely any of the streets lie on a dead flat, every shower conduces to cleanliness and health. What is called the Crescent is a fine range of domestic buildings, elevated upon a terrace, of 1,182 feet in length and seventeen feet high. The air is naturally pure, and the soil a dry reddish sand; the lowest apartments are free from damp; hence agues, and



the numerous tribe of distempers incidental to moist situations, are here unknown, and instances of longevity are strikingly numerous. Before Birmingham became so eminent for its manufactures, that part of it called Digbeth abounded with tanners, and large numbers of hides arrived weekly for sale, and supplied the whole county. When the weather permitted they were ranged in columns in the High-street, and at other times deposited in the Leather-hall. This market, begun about seven hundred years ago, continued till the beginning of the last century. Two officers are still annually chosen by the name of leather-sellers; but shops are erected upon the tan-flats, and the Leather-hall is gone to ruin.

Its ancient manufactures were confined to coarse iron-ware, nails, bits, and some lacquered articles. Shortly after the Revolution, one of its principal manufactures, fire-arms, got a degree of celebrity which was exceedingly advanced by obtaining a contract for furnishing a supply to government; and at the same time the prohibition of French commodities, although it could not destroy a predilection for their fashions, yet established the necessity of deriving from ourselves the materials of decoration, and the profusion of buttons, with which dress-clothes were then ornamented, became supplied by London and Birmingham. As the demand increased, the latter obtained the pre-eminence, from her advantages in the price of labour, fuel, and the necessities of life. Soon after, the iron and metal-buckle



trade became extensive: various circumstances, aided by the genius and persevering industry of the inhabitants, afterwards created a number of new objects in the toy and hardware lines; yet, until the establishment of the late John Taylor, Esq., there does not appear to have been any manufacturer upon that general and extensive scale of which Birmingham can, in the present day, furnish such numerous instances. It is scarcely sixty years since there was not a single mercantile house which corresponded directly from thence with any foreign country, but furnished their products for the supply of those markets through the medium of merchants in London; at this time the principal orders for foreign supply come directly to merchants or manufacturers resident in the town.

The manufacture of guns was commenced by a person in Digbeth, in the reign of William III. This profitable trade was, after an interval of time, accommodated with a *Proof-house*, for proving gun-barrels.

The manufacture of brass was introduced here about 1740, and was at first confined to a few opulent persons; but, when numerous brass works were erected, this branch was cultivated on liberal principles of competition. The late Mr. J. Taylor introduced the gilt button, the painted, japanned, and gilt snuff-boxes, and the numerous variety of enamelled articles.

The present consequence of Birmingham, contrasted with its original situation, will justify a retrospective view of its former history.

In old writings the name is frequently spelled *Brumwychham*; and Mr. Hutton thinks that some articles of iron were fabricated here as early as the times of the Britons. It certainly was a place of some consideration in the time of the Saxons, as William de Birmingham, lord of this manor, proved that his ancestors had the privilege of a market here before the conquest. In the Norman survey, or Domesday-book, this place is merely rated for four hides of land, and woods of half a-mile in length and four furlongs in width, the whole being valued on an annual rent of 20s. Peter de Birmingham, another lord, there is no doubt, obtained a grant for a weekly market, on the Thursday, in the reign of Henry II.; and, in the reign of Henry III., William de Birmingham procured charters for two yearly fairs. In 1319, Audomore, Earl of Pembroke, obtained a licence to take toll for the term of three years, on every article sold in the market, towards the expence of paving the streets; but this work was not completed during eighteen years, when a second licence of this kind, to be in force for three years more, was procured. The family of de Birmingham remained possessed of the manorial rights till the reign of Henry VIII., and resided in a moated mansion, about sixty yards south of the old church. The ground having been lately purchased, the moat was filled up, the manor-house taken down, and buildings erected on its site.

In the reign of Henry VIII. this place is thus noticed: "The beauty of Birmingham, a good

market-town, in the extreme parts of Warwickshire, in one streete, going up a longe, almost from the left ripe of the brooke, up a mean hill, by the length of a quarter of a mile. There be many smithes in the town, that used to make knives, and almost all manner of cutting tools, and many loriners, that make bittes, and a great many naylors, so that a great part of the town is maintained by smithes, who have their iron and coal out of Staffordshire."

In the war between Charles I. and the Parliament, Birmingham sided with the latter. King Charles being here in 1642, the inhabitants, when he quitted the town, seized the carriages containing the royal plate, and conveyed them to Warwick Castle. In the ensuing year, they so long and strenuously resisted the entrance of Prince Rupert into the town, that he burnt several of the houses, and afterwards laid a contribution upon the inhabitants. William Fielding, Earl of Denbigh, a volunteer under the prince, was killed by a random shot; and on the other side, a clergyman, who acted as governor, was slain in the Red Lion Inn, having refused quarter. In the reign of the profligate and luxurious Charles II., the toy trade was first cultivated in Birmingham, and has since been carried to an extent unprecedented in the annals of manufacture, and not only productive of local wealth, but of national pride.

*Riots.*—Birmingham, during many years of prosperity, had very happily escaped the effects of party-spirit; but unfortunately, on the 14th of July 1795,

a party of gentlemen, mostly Dissenters, assembled at one of the hotels to commemorate the French revolution, with a dangerous degree of ostentatious publicity. By two in the afternoon, a vast concourse of people had assembled round the house; about five, they began to show signs of turbulence; and before six, it was recommended to the gentlemen to retire, for the sake of peace; and though all of them instantly complied, yet the multitude increased, and threatened destruction; not being content with this moderate triumph, they broke the windows of the hotel. Their numbers were now swelled by the idle and vicious, from every lane and alley in the town, and they proceeded to acts of more serious mischief, encouraging each other in the work of havoc, by clamours expressive of their love of the church and king, good order, &c. Thus professing themselves the peculiar friends to the church of England, the infuriated rabble commenced their general operations, by setting fire to the meeting-house belonging to Dr. Priestley, which they soon reduced to ashes; a second quickly shared the same fate. They then proceeded to the dwelling of the philosophic preacher, at Fairhill, about a mile from the town, on the Oxford road. It appears, though extremely abstemious himself, that the doctor's cellar was well stored; for its contents silenced the rage of more than forty of the rioters, who lay stretched out on the grass-plot adjoining the house, in a state little better than that of non-entity: and several, in this state of intoxica-

tion, perished in the flames. Persuasive means were employed to preserve as much of the library and manuscripts as possible, but to no effect. The doctor's beautiful elaboratory underwent utter destruction; every thing in the house was destroyed, not excepting even the servants' clothes. Dr. Priestley luckily escaped the rage of the mob, a circumstance that gave pleasure to every lover of science; but those who rejoice at his escape, will regret that his fine philosophical apparatus, with a most valuable library, were destroyed.

After the mob had completed the destruction of Dr. Priestley's house and Laboratory, the Earl of Aylesford and some other gentlemen led a great part of the rioters from Sparkbrook to Birmingham, in hopes of dispersing them, but without effect. A great number, about one o'clock on Friday, assembled round the elegant mansion of Mr. John Ryland (formerly the residence of Baskerville, the celebrated printer), which had lately been enlarged and beautified at a great expense. The most soothing means were adopted to make them desist; money was offered them to induce them to retire, but to no purpose; for, after exhausting the contents of the cellar, they set fire to the house and furniture. The conflagration was dreadful.

The rioters being divided into parties, and meditating the destruction of several other houses, about three o'clock in the afternoon, consternation and alarm seemed to have superseded all other sensations in the minds of the inhabitants; business was given



over, and the shops were all shut up. The inhabitants were traversing the streets in crowds, not knowing what to do, and horror was visible in every countenance.

About half-past three, the inhabitants were summoned by the bellman to assemble in the New Churchyard; two magistrates attended in an adjacent room, and swore in several hundred constables, composed of every description of inhabitants; these marched away to disperse the rioters, who were beginning to attack the house of Mr. Hutton, paper-mercant, in the High-street. This was easily effected, there being not more than half-a-dozen drunken wretches then assembled on the spot. From thence they proceeded to disperse the grand body, who were employed in the destruction of Mr. Ryland's house. On entering the walls which surrounded the house, then all in a blaze, a most dreadful conflict took place, in which it is impossible to ascertain the number of the wounded. The constables were attacked with such a shower of stones and brickbats, as it was impossible to resist. The rioters then possessing themselves of some of the bludgeons, the constables were entirely defeated, many of them being much wounded, and one killed. The mob being victorious, and heated with liquor, every thing was to be dreaded. Several attempts were yet made to amuse them, but in vain. They exacted money from the inhabitants; and at ten o'clock at night they began, and soon effected, the destruction

of Mr. Hutton's house, in the High-street, plundering it of all its property!

From thence they proceeded to the seat of John Taylor, Esq., banker. There £500 were offered them to desist, but to no purpose; for they immediately set fire to that beautiful mansion, which, together with its superb furniture, stables, offices, green-house, hot-house, &c., were reduced to a heap of ruins.

At eight o'clock on the following evening, the rioters began demolishing the fine houses of Mr. Humphreys and that of William Russell, Esq., a little further on the road, and most dreadful depredations were committed.

The next morning, the people of Birmingham became the trembling spectators of the tremendous conflagration of Mosley-hill, the property of John Taylor, Esq., but in the occupation of Lady Carhampton. Fortunately, Lady Carhampton, who was blind, was removed to a place of safety by Sir Robert Lawley, who took her in his carriage to Canwell. At this instant a most awful scene presented itself: four dreadful fires within a mile of each other! The house of William Russell, Esq., and also that of Mr. Hawkes, of Mosley, shared the same fate with Mosley-hall, where the rioters deliberately killed ducks, geese, and turkies, which, half-broiled on the ruins of that once noble edifice, they devoured with brutish ferocity.

At the burning of Mr. Ryland's house, many of the rioters were suffocated or burnt, by the walls falling

in upon them. Their groans pierced the ears of the multitude. Next morning the bodies were dug out of the ruins, but so mutilated as not to be known.

During the whole of these transactions, the populace continually shouted, "God save the King!"—"Long live the King and the Constitution, in Church and State"—"Down with the Dissenters"—"Down with all the abettors of French rebellion!"—"Church and King!"—"Down with the Rumps!"—"No Oliver!"—"No false Rights of Man!"

On Sunday night the military arrived, consisting of the Oxford Blues, and a party of light-horse from Hounslow. By eleven o'clock the town was completely illuminated, in order to give effect to the troops, which was continued till day-light. During the night more troops came in from every quarter; and they lay on their arms till ten next forenoon, when a regular guard was established.

The terror and distress which pervaded the whole town, while these dreadful scenes were acting, will be better conceived than described. The magistrates had tried every means of persuasion, without effect; large bills were stuck up, requesting all persons to retire to their respective homes, to no purpose; nothing certain was known respecting the approach of the military; and numbers of the rioters, joined by thieves and drunken prostitutes from every quarter, were, with blue cockades in their hats, in all parts of the town, and in small bodies, levying contributions on the inhabitants. There was scarcely a house-

keeper that dared refuse them meat, drink, money, or whatever they demanded. The shops were mostly shut up, business nearly at a stand, and every body employed in secreting and removing their valuables.

The rapid march of troops to the relief of the town, whilst it struck terror into the hearts of the rabble, exhilarated the spirits of every peaceable inhabitant, and soon contributed to the complete dispersion of the rioters. As an acknowledgment for the expedition and the good behaviour of the troops, the Dissenters presented them with £100; and at a town-meeting, a handsome sword was voted to each of the officers, and a piece of plate, of 100 guineas value, to each of the magistrates.

At the Warwick assizes, which followed, four men were capitally convicted of being concerned in these riots; but only two of them suffered the sentence of the law, on the 8th of September, as the others received his Majesty's most gracious pardon.

Birmingham has, in modern times, given birth to the Political Unions.

Since the passing of the Reform Bill, the town has sent two members to Parliament.

### **Public Buildings.**

The *Town Hall* is devoted to public purposes; among which is the triennial musical festival. The building is of brick, faced with Anglesea marble, and extending to a length of 160 feet, and to a height of

83. The rustic basement rises 23 feet from the ground: and the series of Corinthian columns, which rest upon this basement, and go completely round the building, including the entablature and pediment, is 60 feet more. It contains an extensive hall, 140 feet long, 65 wide, and as many high; and being intended for musical performances, a fine and immense organ, which cost £3,000, occupies one entire end. The design of the building was supplied by Messrs. Hanson and Welch, of Liverpool, who are also the builders who contracted for its erection. The hall will contain 8,000 persons. Admission may be obtained to view the interior, on application at the upper door in Congreve-street; and the organ may be heard by paying one shilling admission, every Thursday morning at twelve o'clock.

The *Free Grammar School* was founded by Edward VI. in the fifth year of his reign, and endowed with lands, which, by the increased value of property, now produces more than £4,000 per annum. The present elegant Gothic edifice, in New-street, is from the design of Mr. Barry, at a cost of £35,000. The seminary has the privilege of sending ten exhibitioners to the Universities of Oxford and Cambridge, who are each of them allowed £35. per annum for the space of seven years. The governors of this school support four or five preparatory schools, &c.

A *Public Library* was established in 1779, and is now held in an elegant pile of building, erected



on the Tontine principle, by the subscribers. It is situate in Union-street. This library is well furnished, and there are about 560 subscribers.

The *New Library* was formed in the year 1796; it is situated in the Temple-row-west; there are upwards of 3,000 volumes in this library.

The *Theatre* was erected in 1774, and an additional portico in 1780. Over the attic windows, in the front, are busts, in bas-relief, of Shakspeare and Garrick. In the month of August 1792, the interior of this theatre was destroyed by fire, which consumed all the scenery, dresses, &c.; but, on being restored, it was considerably enlarged, an assembly-room added, and in the year 1807 a patent was obtained, constituting it a royal theatre. It opens in June and closes in September.

A Triennial Musical Festival, in September, is celebrated by a number of vocal and instrumental performers of the first class. Oratorios are performed four successive mornings, and miscellaneous concerts in the evening of each day, in the Town Hall, and the Festival is concluded with a Fancy Dress Ball. Great numbers of the nobility and gentry attend these entertainments, and the profits arising from this fête are applied to the support of the General Hospital. There are ball-rooms at the hotel in Temple-row, and adjoining the theatre; and private concerts are occasionally held in them.

*Vauxhall*.—This popular place of resort is in the hamlet of Ashted. The grounds are tastefully dis-

played, and the exhibition of fire-works, musical performances, and other amusements, attract large assemblies to witness the display. Being near the line of the Liverpool Railroad, makes it an attraction to visitors to view the passing of the trains.

*A Statue of Lord Nelson*, executed by Westmacott, has been erected by the inhabitants of Birmingham. It was exposed to view on the 25th of October 1809, the day on which a jubilee was kept in honour of King George III. having entered the 50th year of his reign. The expence of this statue was £2,500. The attitude of the figure is expressive of that dignity and serenity with which the original was characterised, and the resemblance is admitted to be more than usually correct. The circular pediment on which the statue stands is ornamented with figures in alto-relievo, in a bold and masterly style, the limbs being so disposed, that, except great violence is used, they are not liable to be injured; the relative proportions of the whole are admirable, and the general effect produced gives the utmost satisfaction. The hero is represented in a composed and dignified attitude, his left arm reclining upon an anchor, which is to the right of the statue, and is the grand symbol of the naval profession; and Victory, the constant attendant upon her favourite hero, embellishes the prow. To the left is disposed a sail, which being placed behind the statue, gives breadth to that view of the composition. Above the ship is a *fac simile* of the flagstaff truck of L'Orient, which was fished up by

Sir Samuel Hood, the day after the battle of the Nile, and presented by him to Lord Nelson, the same being deposited at Mitford, as a trophy of that ever memorable action. This group is surmounted upon a pedestal of statuary marble, a circular form having been selected as best suited to the situation. By a figurative prosopopeia, the town of Birmingham is made to personify that affectionate regard which caused the present testimony of gratitude and admiration to be raised. The town is represented in a dejected attitude, murally crowned, mourning her loss, being accompanied by groups of Genii, or children, in allusion to the rising generation, who offer consolation to her by producing the trident and the rudder. The whole is enclosed by iron palisades, in the form of boarding pikes, connected by a twisted cable. At each of the four corners is fixed a cannon, erect, from which rises a lamp-post, representing a cluster of pikes supporting a ship lantern.

Opposite the statue of Nelson is the newly-erected

*Market Hall*, which reaches into Worcester-street, occupying the whole space between Philip-street and Bell-street. It is open daily, and on market-days is well stocked with fruit and vegetables, and almost every article of manufacture. Beneath the Hall are ranges of vaults, which let for shops and warehouses. There is also a passage under the centre of the Hall, from one side to the other.

The jurisprudence of Birmingham is under the superintendence of about a dozen of the county magistrates, some of whom attend every Monday and Thursday at the

*Public Office*, in Moor-street, which is a neat stone-fronted building, erected in the year 1806, at an expense of £9,000. The ground-floor is appropriated to the Commissioners of the Street Acts, and on the upper floor the magistrates transact the business of the town. Behind this building there are apartments for the prison-keeper and his attendants; also

*The Prison*, which is a spacious building, with a commodious well-paved yard, divided into two parts by a lofty wall, which separates the male and female prisoners. There is also a prison in Bordesley-street.

*The Court of Requests*, consisting of seventy-two commissioners, is held by a quorum of three of them, every Friday, in a court nearly opposite to New-street, and about the centre of High-street. Debts not exceeding £5 are cognizable, and may be recovered in this court.

*Trade*.—Within this town are manufactured all the sorts of metallic articles, both for use and ornament, that can be devised. The brass-founders and platers produce an infinite variety of articles; and the manufacturers of buttons, guns, swords, locks of every kind, japan goods, jewellery, and watches, in gold, silver, metal, and covered cases, are numerous. Indeed, the quantity of toys made here have procured it the cognomen of “*The Toy Shop of Europe.*”

*Manufactories.*—One of the most interesting establishments about Birmingham, is

*The Soho Manufactory.*—The spot upon which it is erected was, in the year 1764, a barren heath. It was enclosed by act of Parliament in 1793. The late Mr. Bolton, in the first instance, expended more than £9,000 in the erection of buildings, exclusive of machinery, and in seeking for men of ingenuity, from all parts of Europe, whom he patronized with the greatest liberality; thus supported, they soon produced an imitation of the *ormolu*, which found a ready sale, and this business being established, it became necessary to make application for an Assay Office to be established in Birmingham, which was accordingly done in the year 1773.

Mr. Watt having obtained a patent for the improvement of steam-engines, came and settled at Soho in 1769, where he erected an engine upon his own principle, which answering the intended purpose, he in 1775, obtained from Parliament a prolongation of his term for twenty-five years. A partnership being now formed between Mr. Bolton and Mr. Watt, an extensive manufactory of those engines was established at Soho, and many of them were conveyed to the deep mines and extensive works, where great power was required. In 1788, a mint was erected at Soho, to be worked by the steam-engine; from the rolling of the copper into sheets, afterwards passing it through polished steel rollers, and then cutting out the blanks, all which was performed with the greatest ease and



regularity by children, instead of employing able men. The coining machines were worked with rapidity and exactness by boys from twelve to fourteen years of age, the machine depositing the blanks upon the dies, and when struck it displaced those that had received the impression, and deposited other blanks in their places.

*G. R. Collis and Co.'s* (late *Sir Edward Thomason's*), *Manufactory* is situate in Church street, in the centre of the town, adjoining St. Phillip's church-yard. The ware-rooms contain the finished articles for sale, and are open to all persons of respectability.

The *fac simile* of the celebrated Warwick vase, of upwards of twenty-one feet in circumference was made in metallic bronze at this manufactory. The copper bronze statue of his late Majesty, upwards of six feet in height, was modelled, cast, and sculptured at this establishment, as also a shield, in honour of the Duke of Wellington's victories. These, and numerous other works, are stationed in separate rooms to exhibit the progress of British art.

Servants are appointed to conduct visitors over the different work-shops, to whom, and to the work-people, the visitor is requested to abstain from giving any gratuity.

*The Baths* at Lady Well are the most complete in England. They are seven in number; and were erected at the expense of £2,000. Accommodation is ever ready for hot or cold bathing; for health or recreation.

*The News Room* was built in 1825. It is a handsome edifice, with a cemented front, ornamented with lofty pillars of the Ionic order. The interior consists of one large room, opening through folding-doors, into smaller apartments; over which are a billiard room and a refectory, and a suite of rooms in which copies of the public records and books of references are deposited.

*The Market Days* of Birmingham are, Monday, Thursday, and Saturday: Thursday being the principal one. There is also a market for hay and straw held on Tuesday. The fairs are two, one at Whitsuntide and the other at Michaelmas; the latter is called Onion Fair, from the vast quantities brought for sale.

Before closing the account of this interesting town, I must not omit to recommend to the attention of the lovers of the fine arts, the monument erected in an oratory or chapel of Handsworth church, to the memory of the late James Watt, Esq., the great improver of the steam-engine. It is from the chisel of Chantrey, and is a splendid specimen of the sculptor's talent, doing equal credit to the honoured dead, and the genius of the artist who produced it. The stranger will not regret his visit to this spot, thus doubly consecrated by the illustrious of his country.

*The Post Office, Bennett's Hill*, was considerably improved about the time this street was formed. The public are now accommodated with a piazza, unexposed to the weather, to transact their business. Great improvements have been made in this department,

within the last few years, and seven receiving houses have been opened in various parts of the town.

**Post-Office Regulations.**

*The following statement shows the time of Arrival and Departure of the various Mails:—*

ARRIVALS.				DEPARTURE.
4.25 A.M.	Bristol	..	..	9.20 P.M.
5.48 ———	London	..	..	8.50 ———
7. — ———	Sutton Messenger	..	..	7.15 A.M.
7.50 ———	Banbury	..	..	6.50 P.M.
10.23 ———	Chipping Norton	..	..	3. — ———
11.30 ———	First Grand Junc. Railway			5.45 A.M.
Noon.	Bilston Messenger	..	..	2.30 P.M.
4.30 P.M.	Second Grand Junc. Railway			11.15 A.M.
4.30 ———	Sheffield	..	..	5.30 ———
5. 2 ———	Yarmouth	..	..	7.45 ———
5.35 ———	Leamington	..	..	7. — ———
5.15 ———	Oldbury Messenger	..		7.15 ———
6. — ———	{ Halesowen	..	..	7.15 ———
	{ Castlebromwich	..	..	
	{ Great Barr	..	..	
6.45 ———	*London	..	..	7.38 ———
6.20 ———	Tamworth	..	..	7. — ———
7.55 ———	Worcester	..	..	7. — ———
8.30 ———	Stourport	..	..	6.30 ———
8.31 ———	Holyhead	..	..	6.23 ———
8.40 ———	Third Grand Junc. Railway			2.15 P.M.
11.15 ———	Fourth Grand Junc. Railway			6.45 ———

\* This Mail goes through Birmingham and Chester to Holyhead, and brings only *Foreign* Letters to Birmingham.

A second bag for London is despatched by the mid-night mail, and arrives there in time for an afternoon delivery.

On Tuesdays and Fridays a Foreign bag is forwarded to London by a mail, which leaves Birmingham at half-past 12, noon.

The letter-box is closed at eight, P.M., for the despatch of the London and Bristol Mails, and half-an-hour before the departure of any of the other mails.

There are two general deliveries by letter-carriers within the town, the first commencing at half-past seven, A.M., and the second at about a quarter after five, P.M., except on Sundays, when there is no afternoon delivery.

The *Window* delivery commences at about half-past seven, A.M., for the letters brought by the Bristol and the London Mails, and in *half-an-hour* after the arrival of any of the other mails, until eight, P.M., when it is closed, but is opened again from half-past nine, until ten, P.M.

When any delay occurs in the arrival of the mails, a corresponding delay will necessarily occur in the delivery.

Post Office, Birmingham, May 23, 1838.

## Bankers,

*With the Houses which they draw upon in London.*

Taylor and Lloyd, Dale-end—on Hanbury, Taylor, and Lloyd.  
 Attwood, Spooner, and Co., New-street—on Spooner, Attwood,  
 and Co.  
 J. L. Moilliet and Son, Cherry-street—on Sir J. W. Lubbock and Co.  
 Birmingham Banking Company, Bennett's hill—on Jones, Lloyd, & Co.  
 Birmingham Borough Bank, Bull-street—on Prescott and Co.  
 National Provident Bank of Birmingham, Bennett's-hill—on Han-  
 bury, Taylor, and Lloyd.  
 Birmingham Town and District Bank, Colmore-row—on Barclay,  
 Bevan, and Co.  
 Birmingham and Midland Banking Company, Union-street — on  
 Williams, Deacon, and Co.  
 Birmingham Branch, Lichfield, Rugby, and Tamworth Banking  
 Company, High-street—on Sir R. C. Glyn, Bart., and Co.  
 Branch Bank of England, Union-street.  
 Savings' Bank, Temple-row.

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## Fares for Hackney Coaches and Cars.

				s.	d.
Drawn by Two Horses.—Not exceeding half a mile .....				1	0
Ditto	.....	ditto	one mile .....	1	6
Ditto	.....	ditto	one mile and a half	2	0
Ditto	.....	ditto	two miles .....	2	6
Ditto	.....	ditto	three miles .....	3	6
Ditto	.....	ditto	four miles .....	5	0
Drawn by One Horse.—Not exceeding one mile .....				1	0
Ditto	.....	ditto	one mile and a half	1	6
Ditto	.....	ditto	two miles .....	2	0
Ditto	.....	ditto	two miles and a half	2	6
Ditto	.....	ditto	three miles .....	3	0
Ditto	.....	ditto	three miles and a half	3	6
Ditto	.....	ditto	four miles .....	4	0

Returning with the same fare, half the foregoing charges.

Time.—Twenty minutes 6d.; forty minutes 1s. Every twenty minutes above forty 6d., for being detained.

Cars are to be had at most of the head inns.



### Coach Offices.

COACHES from the *Swan Hotel Coach Office*, Birmingham.—Fast four-horse coaches to Bristol, Bath, Cheltenham, Gloucester, Worcester, &c., the whole of which are arranged conveniently for persons arriving by the Railway Trains.

By permission of the Directors of the Grand Junction Railway Company, particulars may be obtained, and places secured, on application to Mr. Waddell's clerk, at the Railway Stations, Liverpool or Manchester, or by a letter addressed to Mr. Waddell, Birmingham.

LIST OF COACHES from the *Hen and Chickens*, Coach Office, New Street, Birmingham.

The *Day*, to Oxford (Sunday excepted) at 12.

The *Alert*, to Cheltenham, every afternoon (except Sunday) at  $\frac{1}{2}$  past 2.

The *Criterion*, to Leicester, daily (except Sunday) at  $\frac{1}{4}$  before 12.

The *Mercury*, to Bath, every morning (except Sunday) at  $\frac{1}{2}$  past 8.

The *Railroad*, to Bristol, every evening (except Sunday) at 8.

The *Express*, to Manchester, every morning (except Sunday) at 8.

The *Mail*, to Bristol, every evening, at  $\frac{1}{4}$  before 8.

The *Telegraph*, to Leeds, the only direct coach, every morning (except Sunday) at  $\frac{1}{2}$  past 8.

The *Mail*, to Sheffield, every morning, at  $\frac{1}{2}$  past 5.

The *Mail*, to Brighton, every evening, at 8.

The *Eagle*, to Cambridge, every Tuesday, Thursday, and Saturday, at  $\frac{1}{2}$  past 6.

From BRETHERTON'S Royal Mail and General Coach Establishment, *Castle Hotel*, numerous and well-regulated day and night conveyances to London, Cambridge, Bristol, Bath, Cheltenham, Leamington, Oxford, Shrewsbury, Ludlow, Sheffield, Liverpool, Chester, Manchester, and all intermediate places, leave this establishment at hours suitable for the visitors, gentry, and inhabitants of the town.

For the greater accommodation, the *Ruby* now leaves at 9 o'Clock; also a new Night Coach, to Bristol, every evening at 8 o'Clock. For particulars, and to secure places, please to apply at the Coach Office, in front of the Hotel, High Street.

Omnibuses to and from every train on the Grand Junction Railway Station.

From the *St. George's* Independent Coach and General Omnibus Office—opposite the end of Union Street—High Street, Birmingham. Coaches to most parts of the kingdom. Conveyance Company's Omnibuses to the following places: Wolverhampton, Stourbridge, Dudley, Walsall, Hagley, Bewdley, Kidderminster, Brierly Hill, W. Bromwich, Wednesbury, Bilston, Hales Owen.

*Midland Omnibus Company.*

Conveyances leave the Company's office, 66, High Street, opposite the Albion Hotel; Red Lion, High Street; Lamp Tavern, Bull Street, and the White Horse, Steelhouse Lane, Birmingham, for West Bromwich, Wednesbury, Bilston, Wolverhampton, Dudley, and Stourbridge, as follows:—

<b>To Wolverhampton.</b>		<b>From the Packhorse and Peacock Inns, Wolverhampton to Birmingham.</b>	
Morning, at .....	9	Morning, at Quarter before ..	9
at .....	11	Quarter-past ....	11
Afternoon, at .....	2	Afternoon, at 2 and 5, $\frac{1}{4}$ before	6
Quarter before ..	3	and at	8
Quarter-past ....	5		
Half-past .....	7		
<b>To Stourbridge.</b>		<b>From Foley Arms and Vine Inns, Stourbridge.</b>	
Morning, at .....	9	Afternoon, at .....	4
<b>To Dudley.</b>		<b>From Bush and Swan Inns, Dudley</b>	
Morning, at .....	9	Morning, at .....	8
at .....	10	(through <i>Oldbury</i> )	11
Afternoon, (through <i>Oldbury</i> )	4	Afternoon, at Quarter-past ..	2
Half-past	4	at .....	6
(through <i>Oldbury</i> )	6	Quarter before..	5
at .....	8	(through <i>Oldbury</i> )	8

Midland Omnibus Company's Carriages to and from Willenhall, Walsall, and West Bromwich.

<b>To Willenhall.</b>		<b>From Neptune Inn, Willenhall.</b>	
Morning, at .....	9	Morning, at Quarter before ..	12
Afternoon, at Quarter before ..	3	Afternoon, at .....	6
<b>To Walsall.</b>		<b>From Turk's Head, Walsall.</b>	
Morning, at .....	9	Afternoon, at Quarter-past ..	12
Afternoon, at Quarter before ..	3	at Half-past .....	6
<b>To West Bromwich.</b>		<b>From West Bromwich.</b>	
Morning, at .....	9	Morning, at Half-past .....	8
at .....	10	at Quarter before ..	10
at .....	11	Afternoon, at Quarter before	3
Afternoon, at .....	2	at .....	3
at Half-past .....	4	Evening, at .....	6
at Quarter-past ....	5	at Half-past .....	6
Evening, at Half-past .....	7	at Quarter-past ....	5
at .....	8	at .....	9

**Inns.**

*The Principal Family Houses.*—Dee's Royal Hotel, Temple-row; New Royal Ditto, New-street.

*Coach, Family, and Commercial.*—Hen and Chickens, New-street; Swan, High street and New-street; Albion, High-street; Nelson, High-street; Castle, High-street; Saracen's Head, Bull-street; St. George's Tavern, High-street; Stork, Old-square.

*Commercial.*—Union, Union-street; White Hart, Digbeth; Woolpack, Moor-street; King's Head, Worcester-street; Acorn, Temple-street.

**Hotels.**

Birmingham, Manchester, and Liverpool abound with hotels of every grade, and although at some of them the charges are very extravagant, there is nothing deficient in the shape of accommodation: but in these towns, as elsewhere, great differences exist in the prices. For instance, at the *Swan*, the charge for a bed is three shillings; at the Hen and Chickens, three and two shillings; at the Pump Inn, King's Head, White Hart, and many more, the charge is only one shilling: in the same proportion are the other charges—dinner three shillings and sixpence at one, two shillings at another. A good plain dinner, including ale, may be had every day, at two o'clock, for one shilling and sixpence, at the Acorn Inn, Temple-street. The two first-named houses commanded a great trade, in consequence of so many coaches running to them.

**Waiters and Chambermaids.**

It may not be out of place here to offer a few observations upon an important item in a traveller's expenses, namely, fees to other people's servants. I take the opportunity to express a wish that the praiseworthy example set by the Directors of the Railway Companies may be adopted by innkeepers. The system now pursued is so out of character, that it is time the public should put a stop to it: it is a notorious fact, that both waiters and chambermaids pay their employers for the situations they hold—instead of their employers paying them. What description of tradesman is better able to pay his servants than an innkeeper? Who pays the draper's shopman or porter? Who pays the tailor's man for taking home a suit of clothes? Who pays the servants of the butcher, the baker, the grocer, or the wine-merchant? Not the customer, certainly. Yet many of these persons do not get more than from twenty-five to thirty per cent. upon their goods; whereas, the keeper of an hotel, who gets in most instances cent. per cent., must put on an additional tax to pay his servants, forsooth! Upon principle it ought to be opposed—but some travellers I have met with, who appeared to have more money than sense, have said—"it causes servants at inns to be civil—it is a sort of premium for their good behaviour." Pooh! nonsense: no man or woman will go to serve another, if they can live without it; therefore a desire to



retain their situation would ensure attention and civility—which is not always the case, even with a *bonus* before their eyes. The average charge for a bed for one night is from two shillings to three shillings at the large inns, supposing they can make up sixty beds—(I believe the Hen and Chickens at Birmingham can make up that number)—and average thirty each night, these thirty beds in one year will yield the sum of *one thousand and eight pounds*!—But, in addition to this, the parties who pay it must be taxed a further sum of *two hundred and fifty-two pounds* (at sixpence a-night) for washing the sheets!

Look, also, at the charges for dinner! three shillings for two chops, three potatoes, and one head of greens; bread, and as much cheese as you can put on the point of your knife; home-brewed, at one shilling a-quart; wine, nine shillings a-bottle—that is, giving about *one-third* of a *bottle* for a *pint*, and charging three shillings; breakfast, one-and-ninepence for that which costs about sixpence. These charges *may* be all very proper, and are only mentioned to show the enormous profits attached to hotel-keeping; but to be obliged, in addition, to pay the waiter for setting the above-named eatables before one—“*is really too bad*”—and ought to be *reformed altogether*. I preach,—it rests with the public to practice.

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MARKET PLACE,  
COVENTRY.

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GEORGE HALL embraces the present opportunity of offering his sincere acknowledgments to Commercial Gentlemen and the Public generally, for the very liberal support he has so long experienced, and begs leave, most respectfully, to solicit a continuance of their favours, assuring them that every exertion will be made to render his Establishment worthy of their Patronage, by the strictest attention to their general Comforts, and adhering to the most Economical Terms.

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STATIONS.		London		Ha
		Class		
		1st	2d	Cl
		s. d.	s. d.	1st
HARROW .....		3 0	2 0	s. d.
WATFORD .....		4 6	2 6	1 6
BOXMOOR .....		6 0	3 6	3 0
BERKHAMPSTD.		6 6	4 0	3 6
TRING .....		7 6	4 6	4 6
LEIGHTON.....		9 6	6 0	6 6
DENBIGH-HALL		11 6	7 6	8 6
By Coach.	<i>Stony Stratford</i>	13 6	9 0	10 6
	<i>Towcester</i> .....	16 6	11 0	13 6
	<i>Weedon</i> .....	19 0	12 6	16 0
	<i>Daventry</i> .....	21 0	14 6	18 0
	<i>Dunchurch</i> .....	23 0	16 0	20 0
RUGBY .....		24 0	16 6	21 0
COVENTRY.....		26 0	18 0	23 6
BIRMINGHAM ...		30 0	20 0	28 0
WOLVERHMPTN.		33 0	22 6	31 0
STAFFORD .....		35 6	24 0	34 0
WHITMORE .....		39 0	26 6	37 0
CREW.....		41 6	28 0	39 6
HARTFORD .....		43 6	29 6	41 6
WARRINGTON...		46 6	31 6	44 6
LIVERPOOL or } MANCHESTER }		51 0	34 0	50 0



**FROM LONDON TO BIRMINGHAM AND LIVERPOOL,**  
AND FROM STATION TO STATION.

[illegible]

# TABLE OF DISTANCES

ON THE

## LONDON AND BIRMINGHAM AND GRAND JUNCTION RAILROADS.

*Those Towns in Italics are traversed by Coaches.*

STATIONS.	London	Harrow	Watford	Boxmoor	Berksted.	Tring	Leighton	Den. Hall	Sto. Strat.	Towcester	Weedon	Daventry	Dunchrch	Rugby	Coventry	Birmngm	Wolvrrhtn	Stafford	Whtmore	Crew	Hartford	Warrngn to Liverpool or Manchest.
	Miles																					
HARROW.....	11½																					
WATFORD.....	17½	6																				
BOXMOOR.....	24½	13	7																			
BERKHAMPSTD.	28	17½	10½	3½																		
TRING.....	31¾	20½	14½	7¼	3¾																	
LEIGHTON.....	39	27½	22½	15½	11	7½																
DENBIGH-HALL	47½	37	31	24	20½	16¾	9½															
<i>Stony Stratford</i> .....	53	42½	35½	28½	25	21½	14	5½														
<i>Towcester</i> .....	61	49½	43½	36½	33	29½	22	13½	8													
<i>Weedon</i> .....	69	58½	52½	45½	42	38½	31	21½	16	8												
<i>Daventry</i> .....	73	61½	55½	48½	45	41½	34	25½	20	12	4											
<i>Dunchurch</i> .....	80	68½	62½	55½	52	48¼	41	32½	27	19	11	7										
RUGBY.....	85	73½	67½	60½	57	53½	46	37½	32	24	16	12	5									
COVENTRY.....	96	84½	78½	71½	68	70¼	57	48½	43	35	27	23	16	11								
BIRMINGHAM...	114½	102	97	90	86½	82¾	75½	67	61½	53½	45½	41½	34½	29½	18½							
WOLVERHMPTN	128¾	116¾	111¼	104¼	100¾	97	89¾	81¼	75¾	67¾	59¾	55¾	48¾	43¾	32¾	14½						
STAFFORD.....	143¾	131½	126½	119¼	115¾	112	104¾	96¼	90¾	82¾	74¾	70¾	63¾	58¾	47¾	29¼	15					
WHITMORE.....	157¾	146¼	140¼	133¾	129¾	126	118¾	110½	104¾	96¾	88¾	84¾	77¾	72¾	61¾	43¼	29	14				
CREW.....	168	157	151	144	140½	136¾	129½	121	115½	107½	99½	95½	88½	83½	72½	54	39¾	24¾	10¾			
HARTFORD.....	180¼	168¾	162¾	155¾	152¼	148½	141½	132¾	127¼	119¼	111¼	107¼	100¼	95¼	84¼	65¾	51½	36½	22½	11¾		
WARRINGTON...	192½	181	175	168	164½	160¾	153½	145	139½	131½	123½	119½	112½	107½	96½	78	63¾	48¾	34¾	24	12¼	
LIVERPOOL or MANCHESTER }	212	200½	194½	187½	184	180¼	173	164½	159	151	143	139	131	127	116	97½	83¼	68½	54¼	43½	31¾	19½

STATIONS.	London		OF O AN Italic y Dun M
	Miles	Harrow	
		Miles	
HARROW .....	11½	6	
WATFORD .....	17½	13	
BOXMOOR .....	24½	17½	
BERKHAMPSTD.	28	20¼	
TRING .....	31¾	27½	
LEIGHTON .....	39	37	
DENBIGH-HALL	47½	42½	
<i>Stony Stratford</i> .....	53	49½	
<i>Towcester</i> .....	61	58½	
<i>Weedon</i> .....	69	61½	
<i>Daventry</i> .....	73	68½	
<i>Dunchurch</i> .....	80	73½	
RUGBY .....	85	84½	
COVENTRY .....	96	102	
BIRMINGHAM ...	114½	116¼	
WOLVERHMPN	128¾	131¼	
STAFFORD .....	143¾	146¼	
WHITMORE .....	157¾	157	
CREW .....	168	168¾	1
HARTFORD .....	180¼	181	1
WARRINGTON ...	192½	200½	1
LIVERPOOL or MANCHESTER }	212		1

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